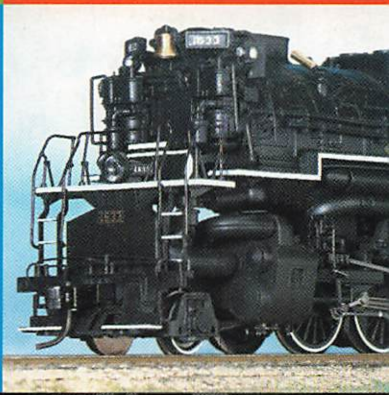
SWEEPSTAKES! LAST CHANCE TO WIN–PAGE 26

HO 2-6-6-6



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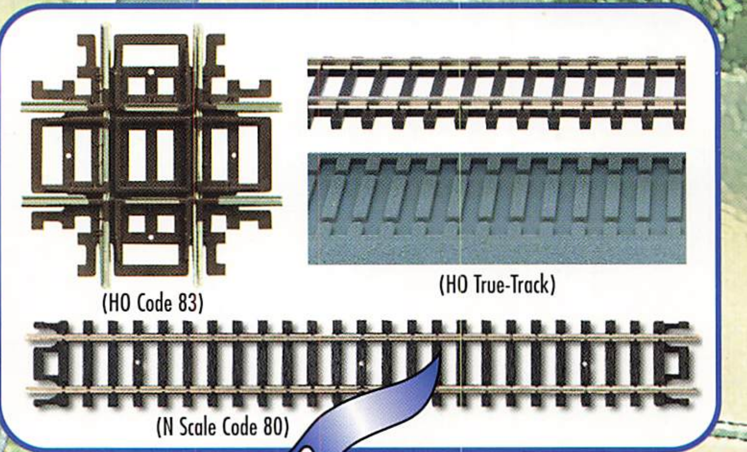
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(HO True-Track)

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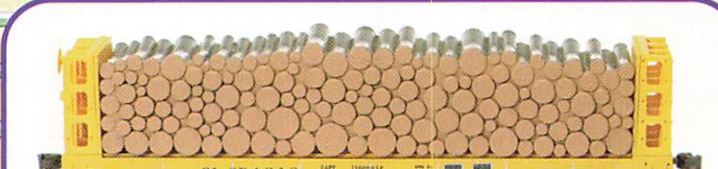
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ON THE COVER: A Burlington Northern Santa Fe auto rack train crosses the Illinois River bridge just west of Chillicothe, Ill., on Bruce Carpenter's HO scale layout. Photo by Doug Leffler and Bruce Carpenter.

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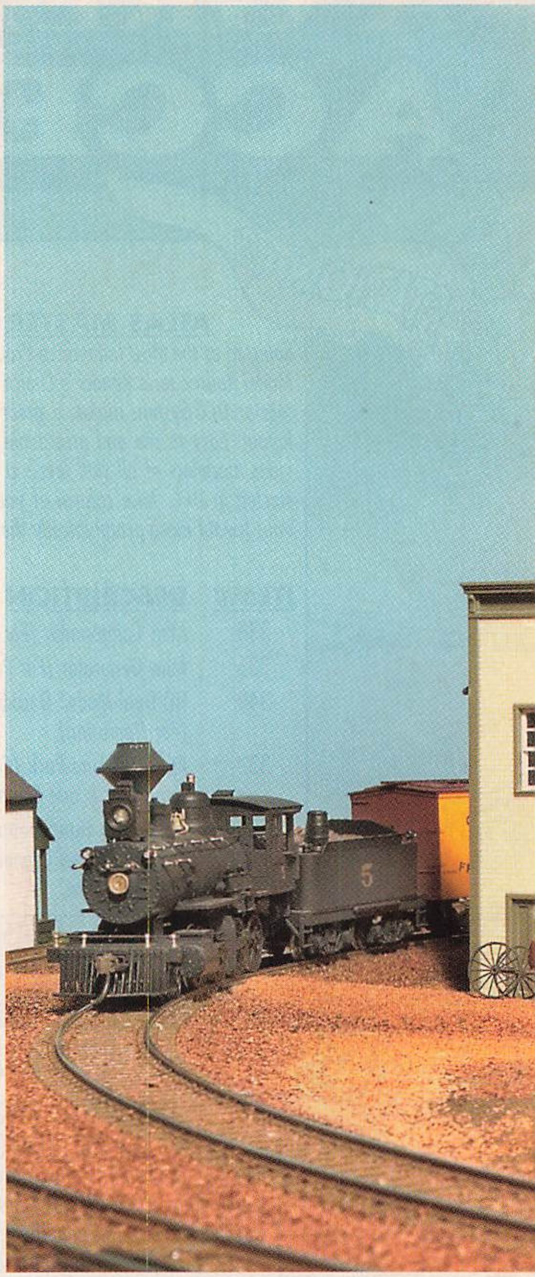

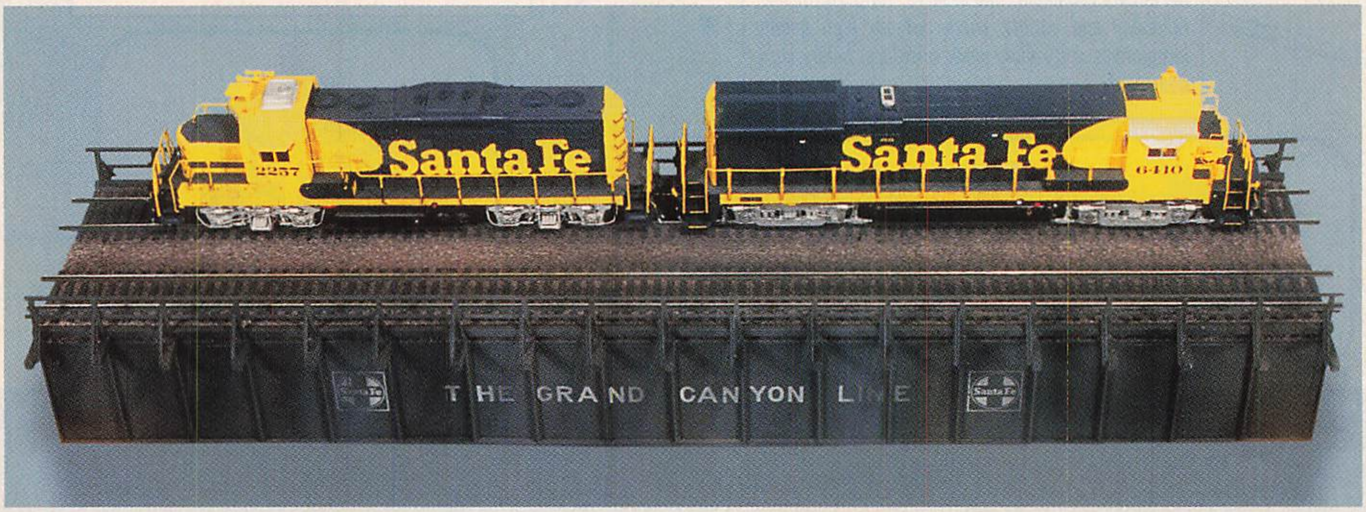

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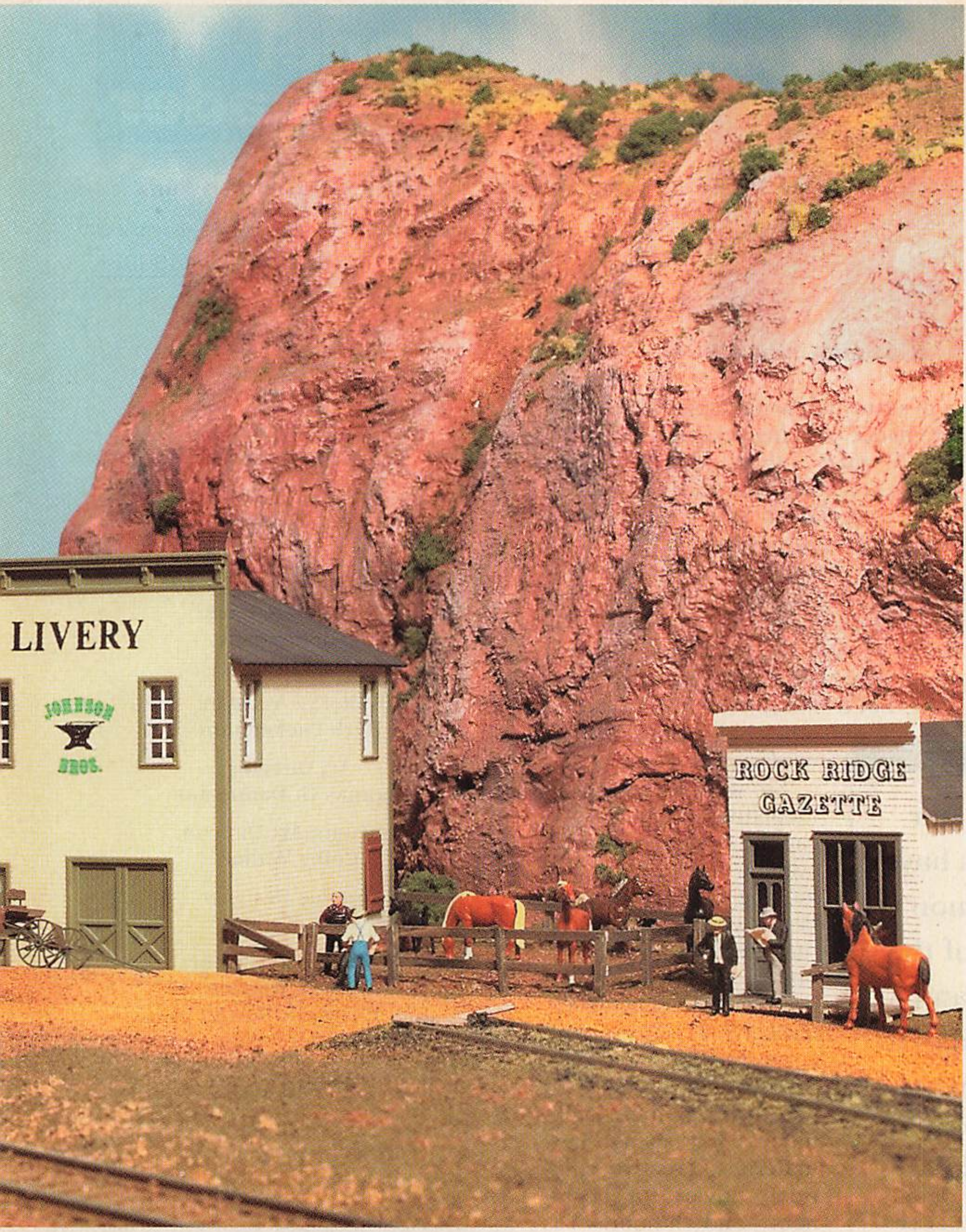

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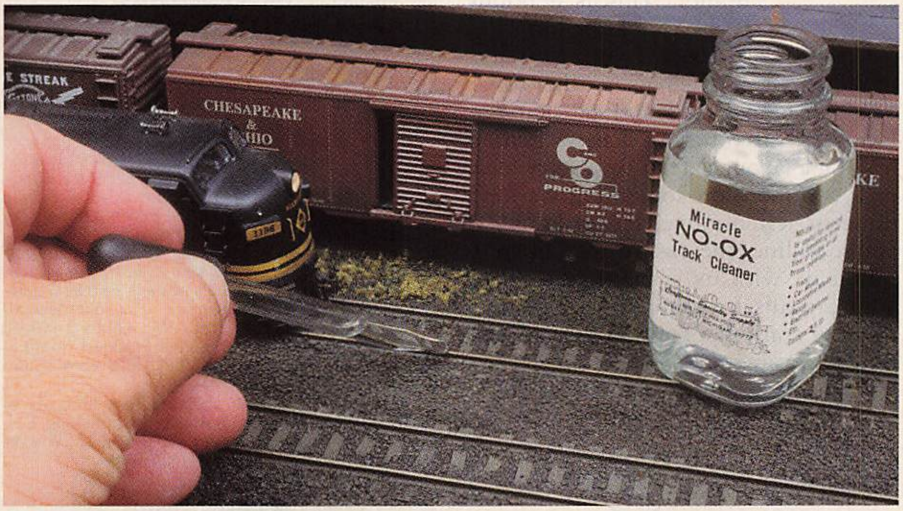

Cleaning track for smooth operations, page 103

Contents photos (clockwise from top): Jim Forbes, Lionel Strang, Stephen M. Priest

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At the Throttle

You could be an author

By Russ Larson
EDITOR/PUBLISHER

Who writes the articles you enjoy reading in MODEL RAILROADER? Most of them are written by people just like you. They're model railroaders not professional writers. This magazine is written *by* model railroaders *for* model railroaders. They come from all walks of life. What our authors have in common is a love of the hobby and a willingness to share what they've learned or discovered with others. That willingness to share is what makes this such a great hobby.

While we're grateful for the wealth of material we receive each month, we'd like to hear from more of you. You don't have to write a major feature article to be an MR contributor. How about starting with something short and easy? Anyone can write a letter to the editor for possible publication in Railway Post Office. Or consider sending a question, comment, or tip to Workshop or Prototype Info. We're also looking for short items for MR News.

> What our authors have in common is a love of the hobby and a willingness to share what they've learned or discovered with others.

Those of you who are up to tackling a major feature article probably wonder what topics have the best chance of being accepted for publication. First, I'd like to emphasize that MR covers all aspects of the hobby, so almost any topic dealing with ways people enjoy this hobby will be considered.

Just because you've never seen an article in MR on the subject you have in mind, don't assume we're not interested. There's an old axiom in publishing that goes something like this, "You get what you publish." In other words, aspiring authors look at the types of articles a magazine has published in the past and assume that's what the magazine is interested in receiving. That's not necessarily so.

It's true that some topics have a better chance of being accepted for publication than others due to their popularity. For instance, we publish more material on HO scale subjects because it's the most popular size.

And at this time in the hobby's history we're especially interested in articles that demonstrate ways to enjoy the hobby in short blocks of time. Many of our readers tell us they have less time than they'd like for the hobby due to other obligations both at work and at home.

So, we're interested in modeling projects that can be completed in an evening or two. We're also looking for quicker and better ways of completing the steps necessary to build a layout – room preparation, benchwork, tracklaying, wiring and control, scenery, backdrops, and detailing. We'd like to learn about techniques for using new materials, creative solutions, advice for beginners, and humor. Yes humor. This is a hobby and it should be fun!

Even if you don't like to write, you can help us in other ways. You can be our eyes and ears in your local area. If you have a news item, a lead on a layout to feature, a story idea, or a comment on something we have done or left undone, let us know. If you're online, the easiest way to communicate with us is via e-mail. Send your e-mails to mrmag@mrmag.com. Another convenient option is to call our reader comment line – 262-798-6497 – and leave us a voice mail message.

Russ Larson

Model Railroader

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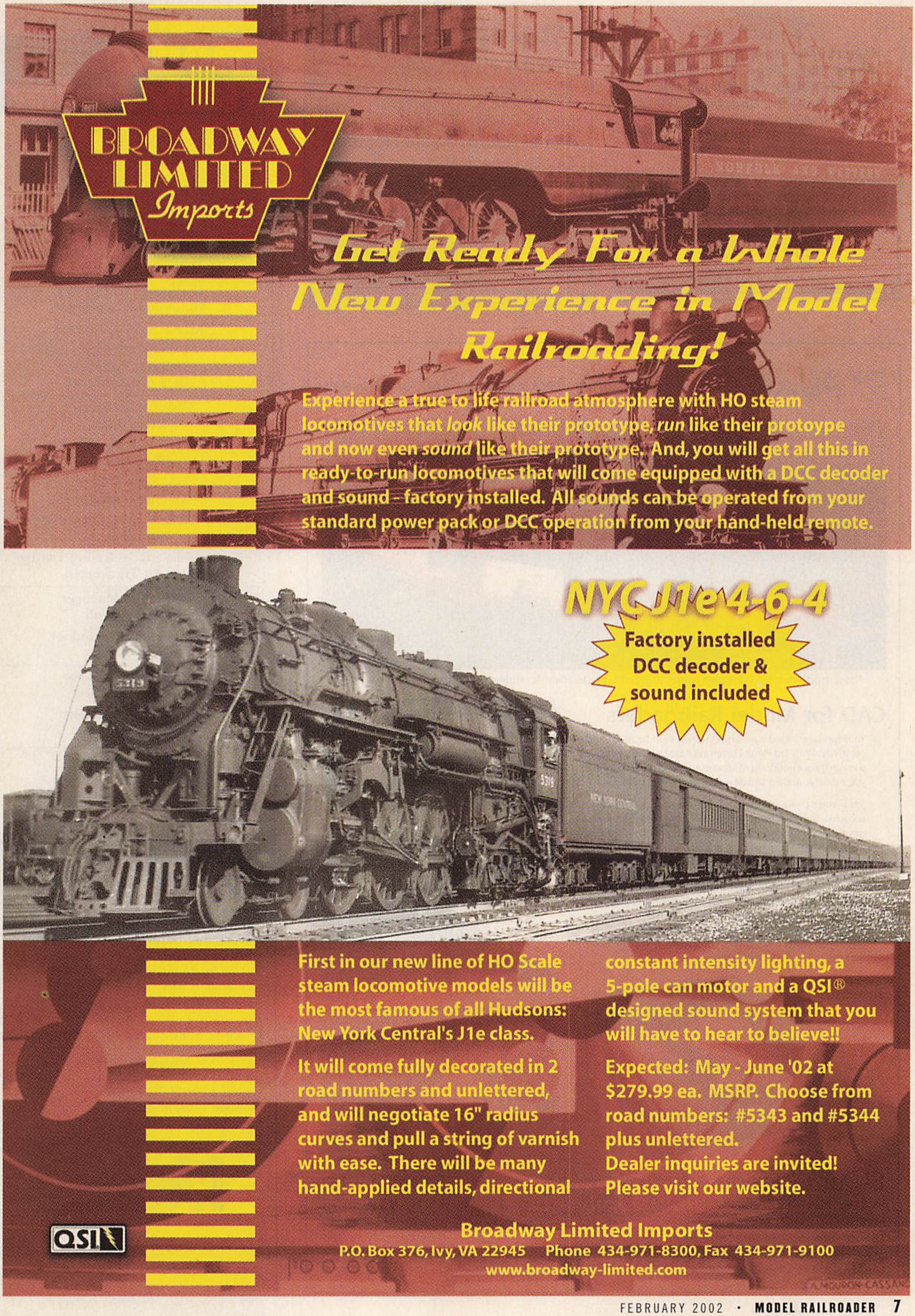

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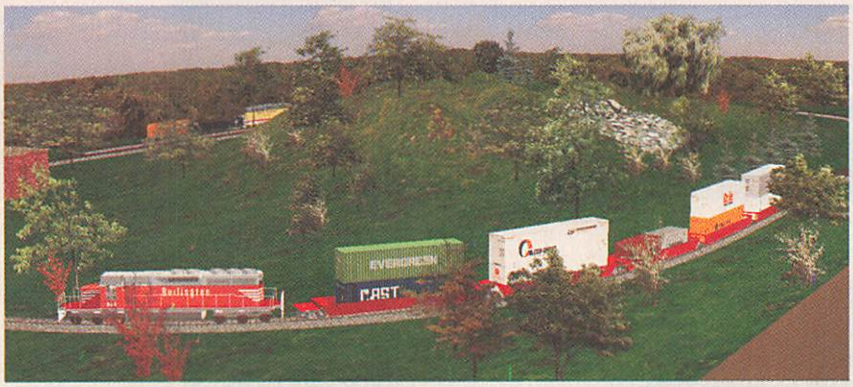

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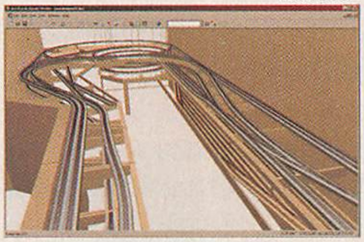
OSMR, by John Baum

Ward Elder



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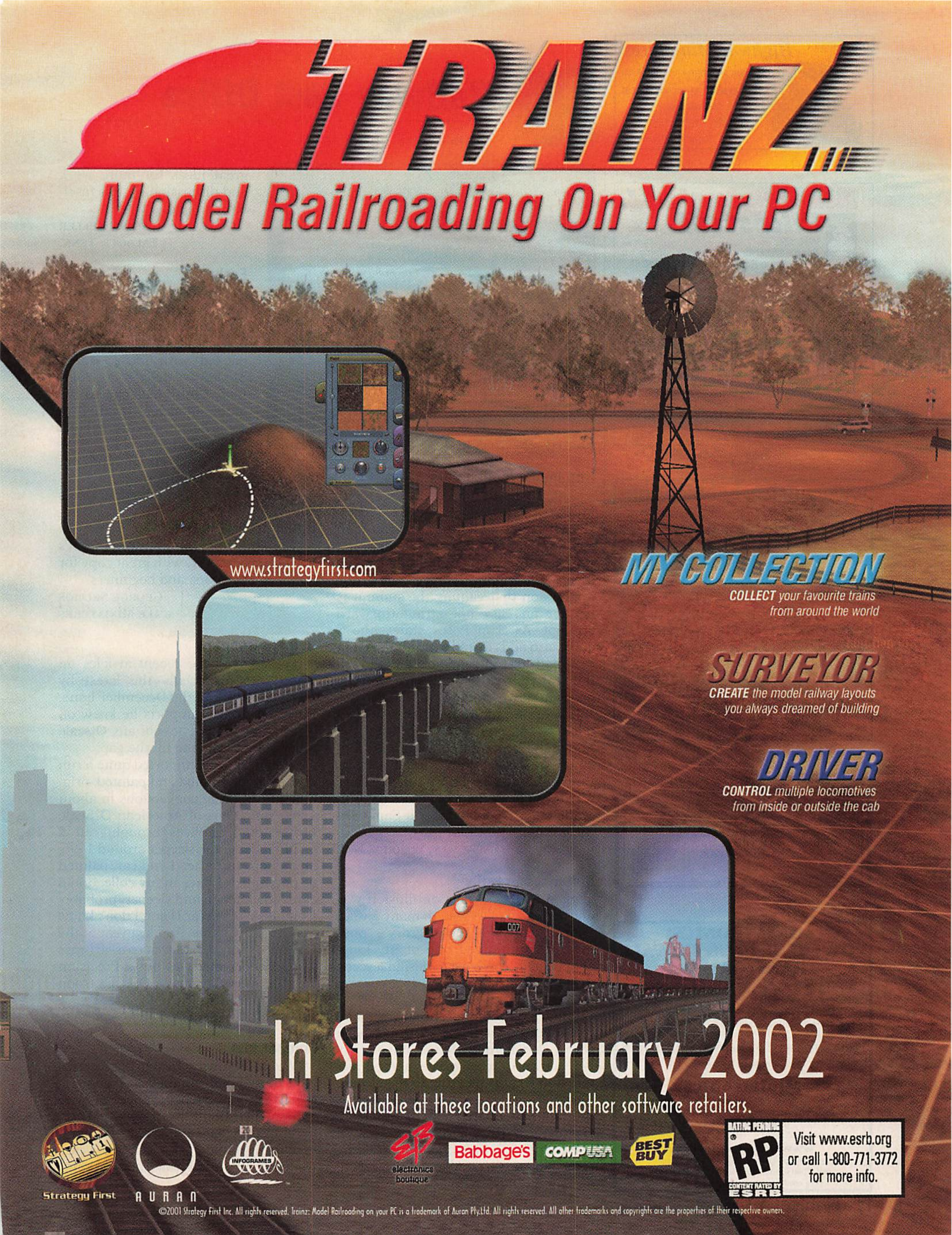

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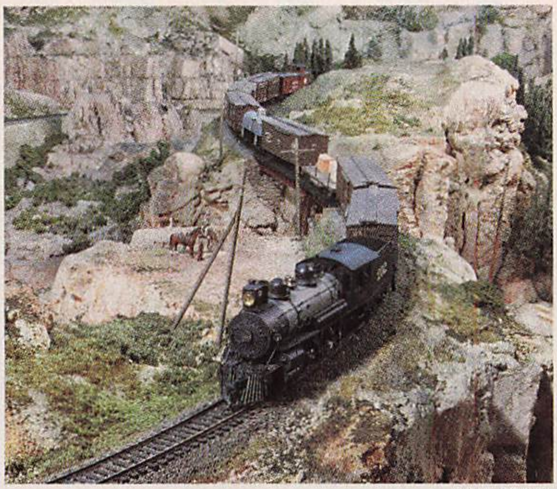


DAVE FRARY

Iron men, wooden cars

The cover of the December 2001 MODEL RAILROADER was quite impressive. It recalled the days of iron men and wooden boxcars challenging and overcoming harsh and unforgiving elements. The winding S curve adds to this impression that gaining the summit is neither an easy nor straightforward attempt. As Sam Posey states, the S curve also adds extra length to the main line, both in time and space (although the real railroad would have liked to have cut down on both).

There's a picture in Lucius Beebe's book *Mixed Train Daily* showing the Midland Terminal, the Colorado Midland's successor, in a similar setting. Double-headed 2-8-0s are snaking their way through an S curve across the Colorado landscape. I wonder if Sam used this as his inspiration.

JIM AUMAN, WARREN, N. J.

Better than reality

Sam Posey's article on illusion was one of the best I've seen in many a year. Sam's text and Dave Frary's photographs reinforced one of my long-held beliefs: You have to design a scene to look *better* than reality because *reality can be dull.*

Model railroading is really a small version of theatrical set design. Design is very, very hard to discuss, but it really boils down to what makes a good picture and what is pleasing to the viewer. There are no hard and fast rules for this, but Sam offered a lot of designs to explore: eye travel and interest, forced perspective, S curves, and contrasting colors and textures. All in all these were great ideas for more work and discussion on this fascinating topic.

ALLEN KELLER
TALBOTT, TENN.

Early gift

Thank you for the wonderful Christmas gift you presented to us with December's issue. Every page was packed with ideas. Roark Shallow's delightful Polar Bear Club challenge to his fellow modelers resulted in some beautiful work. What a talented bunch!

I could go on and on. Thanks for the inspiration.

GARON CAGLE, LUBBOCK, TEXAS

Praise from a master

The December issue – awesome. It's one of the best ever, with great copy for builders, operators, and beginners.

GEORGE SELLIOS
FINESCALE MINIATURES

O scale troopers

I've enjoyed the recent articles on troop cars – especially the latest by Marty McGuirk in the December issue. He listed the HO imports he knew of, but said he didn't know of any O scale models. Please let me fill the gap.

Precision Scale imported quite a run of them in unpainted and painted, original and baggage conversions in about 1990. Bill Davis of American O Scale Professional Services brought out a resin model of the sleeper around 1995, as a troop car or head-end car, painted or unpainted. I have in my collection a card-side kitchen and sleeper, probably from the World War II era. I don't know the company name. And last year at the Chicago show I came across a brass troop sleeper that was not a Precision car. So, there are many O scale troop sleepers out there if you look for them.

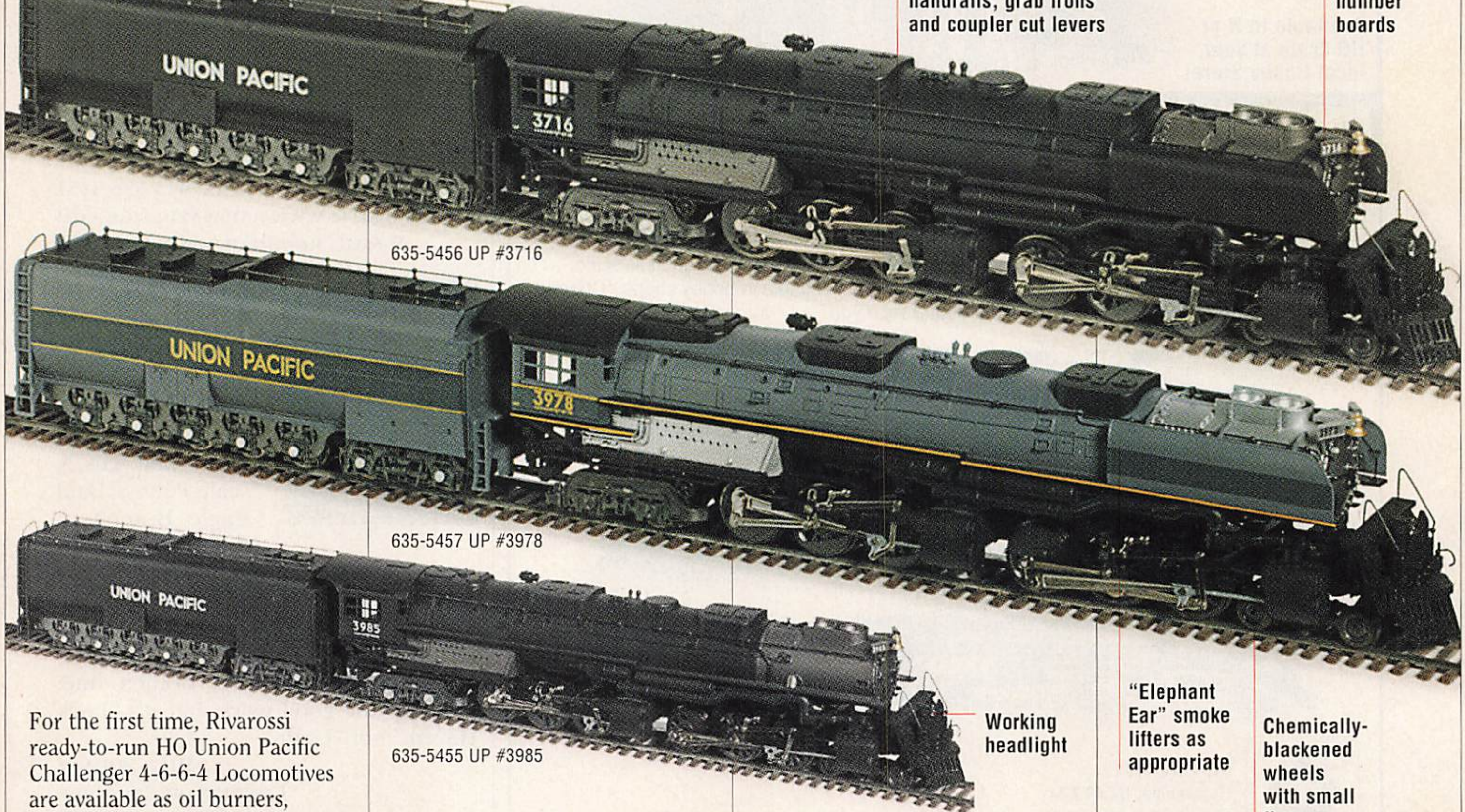
JIM SEACREST, LINCOLN, NEB.

Trooper kits

We at Railway Design Associates have been supplying materials and kits for HO troop sleepers since the late 1980s, when Bob Ellis of Acton, Mass., developed the master patterns for manufacturing a line of kits. Over the years we have provided the "challenging"

RIVAROSSI

New Oil Burners Are Here!



635-5456 UP #3716

635-5457 UP #3978

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Blackened wire handrails, grab irons and coupler cut levers

Printed number boards

Working headlight

"Elephant Ear" smoke lifters as appropriate

Chemically-blackened wheels with small flanges to run on Code 70 track

For the first time, Rivarossi ready-to-run HO Union Pacific Challenger 4-6-6-4 Locomotives are available as oil burners, complete with an all-new Centipede Oil Tender. These fine machines also pack an all-new smooth-running drive – the same mechanism found in the state-of-the-art C&O Allegheny 2-6-6-6 – featuring a powerful five-pole motor and flywheel. They're perfect for powering long freights on your late steam-era layout, or excursions on your modern railroad with #3985.

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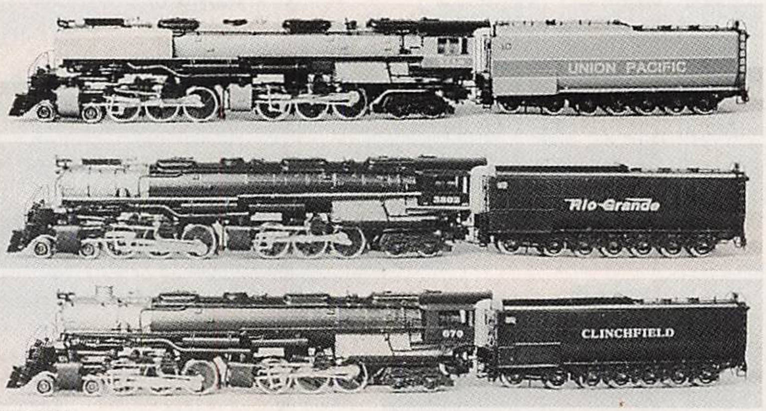

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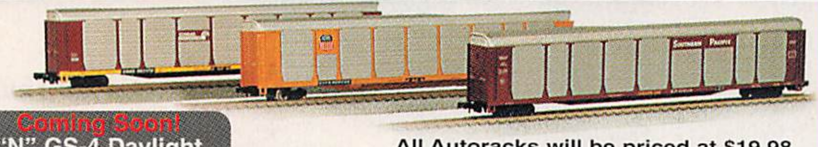

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Thank you for this opportunity to add to the information you have provided in the magazine article.

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Knows the Bald Eagle

JOHN DRYE

It was nice to hear from John Drye, who's modeling a railroad I know well. His N scale Pennsy Bald Eagle Branch in the December MR is very familiar to me and two of my railfan co-workers. Andy Charlesworth, Robert "Bob" Davidson, and I all work for the Nittany & Bald Eagle RR, operating this former PRR branch line. Keep up the good work, but it's "Lock Haven," not "Loch."

Mike Shontz
Conductor/Engineer
Nittany & Bald Eagle RR

Alco S-1

I take exception with the dimensional aspects of Jeff Wilson's otherwise quality review of the Life-Like Alco S-1 in the December issue.

Jeff's assumption that "since the body (save for the radiator grills) is identical to the S-2," is not valid. This error has been made by all previous makers of brass or plastic HO models of Alco S-1s: All are dimensionally incorrect. Life-Like has created and is marketing the first dimensionally correct S-1 in HO history.

Alco's specifications E-1530 for the S-1 and E-1540 for the S-2 include drawings that show significant dimensional differences. For example, the hood length of the S-1 is 29'-6¾" and for the S-2 it's 30'-6¾". The length over the end sills is 40'-6" for the S-1 and 41'-6" for the S-2. The S-1 truck center distance is 22'-0" and the S-2's 22'-6". The S-1 front truck center is 9'-3" back from the end sill, whereas the S-2 front truck center is 9'-9" back.

I'll grant that 6" on truck spacing or 1'-0" on hood or overall length could be considered insignificant, but it's very significant when Life-Like's efforts have resulted in an industry first.

On a similar point of technical correctness, Life-Like also modeled the rear cab corners correctly! They have a 3" radius instead of being square as on all previous S-1 models, or for that matter other Alco switcher models.

The dimensional correctness, combined with the technical and operational attributes that Jeff described, have given the hobby an outstanding model. Well done, Life-Like!

JERRY T. MOYERS, HUNTSVILLE, ALA.

[Not many people are aware that Alco often used a similar radius on the rear corners of steam engine cabs. This feature of these early diesel switchers was simply a continuation of steam practice. – *Andy Sperandeo*]

Military trains

Regarding Ian Burbidge's letter in the December 2001 Workshop, I distributed railroad equipment to the military for a major railroad in the late 1980s. Up until the advent of the HMMWV "Humvee," the services usually designated fully enclosed bi-level auto racks for secure movement of jeeps, pickups, small vans and trailers, and so forth.

After the Humvee's introduction, I found most loading officers preferred open bi-levels because of the added width of that vehicle. When loading circus style, the drivers could exit their vehicles and step off to the ground, rather than edge by or climb over the vehicles to the end of the car.

At that time, the pre-merger Atchison, Topeka & Santa Fe was about the only road that had at least a small number of the open cars available. Accurail's HO no. 9260 AT&SF open auto rack should fill the bill. In our hobby open cars would be desirable as you could show the equipment loaded on them.

JERRY BADER, NEHALEM, ORE.

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187. Send e-mail to rpo@mrmag.com, or call the MR Reader Comment Line, 262-798-6497, anytime. Please include your name, city, and state.

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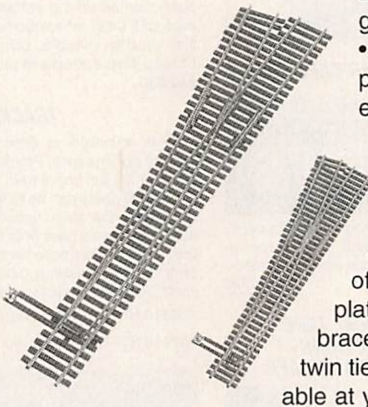

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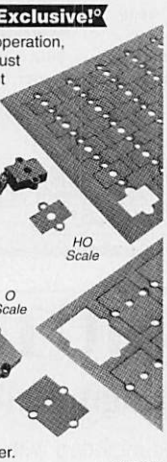

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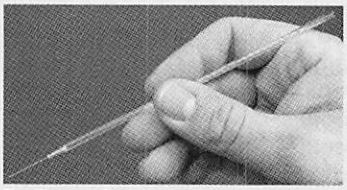

The Touch-N-Flow Applicator lets you apply just the amount of liquid plastic glue or C/A accelerator you need. How it works: Capillary action draws liquid into the glass tube. Touching the micro-tip to the joint causes the liquid to flow from the tube. Application is easily controlled and precisely positioned.

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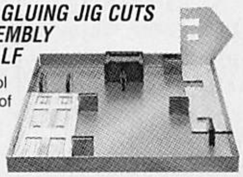

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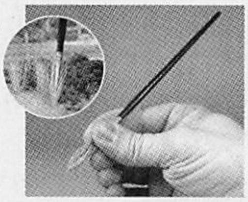

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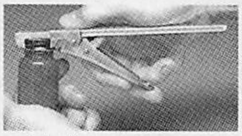

Adjustable tool removes caps from all sizes of paint jars in seconds. Also removes snap-on caps, soda bottle caps, vacuum caps, jar covers, soft-drink tabs and other screw-on caps up to 5" dia. Made of chrome-plated steel.

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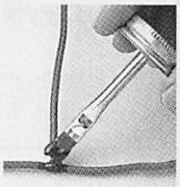

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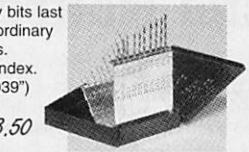

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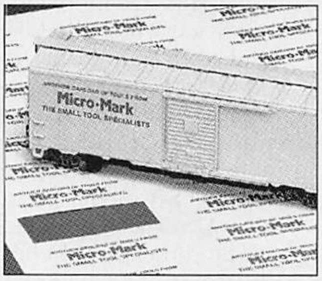

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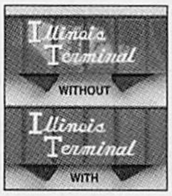

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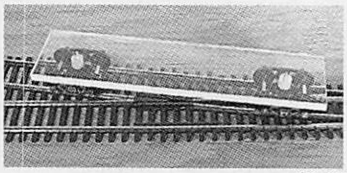

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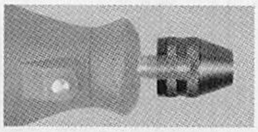

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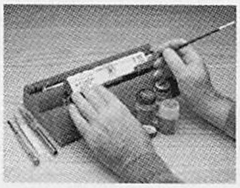

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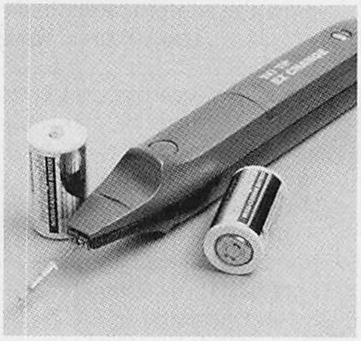

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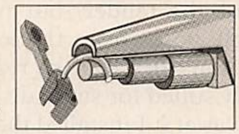

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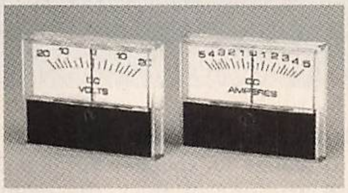

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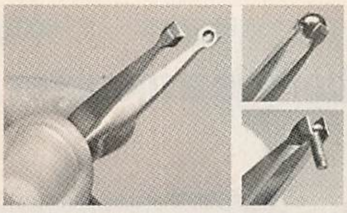

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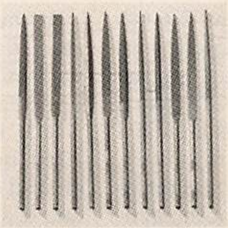

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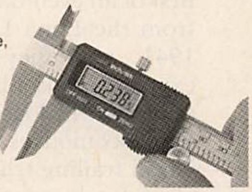

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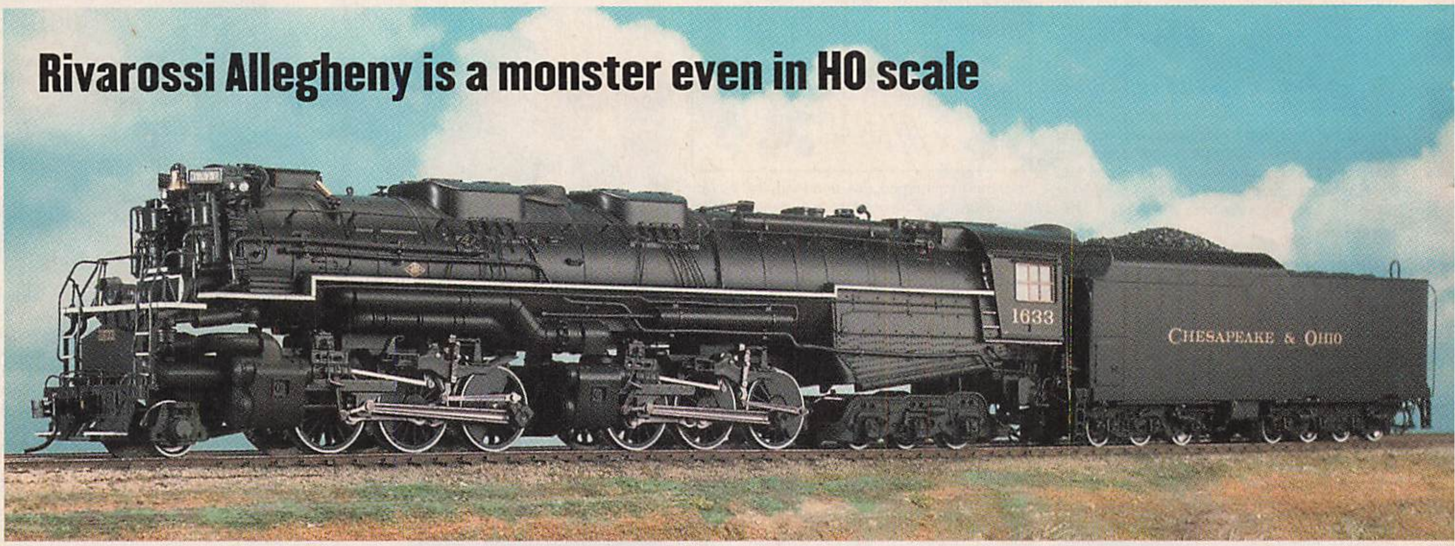


Rivarossi Allegheny is a monster even in HO scale

"How we loved to call an engine big!" That was a fond declaration of David P. Morgan, the longtime editor of *Trains* Magazine who stood second to none in admiration of steam locomotives. Even in HO, the new 2-6-6-6 Allegheny-type simple articulated from Rivarossi and Walthers is an engine that would have warmed David's heart. It's more than 17" long, weighs almost a pound and a half without its tender, and pulls a solid third of its weight at the drawbar. As a model it's both accurate and finely detailed, and a sweet runner right from the box.

The Chesapeake & Ohio bought the first of an eventual 60 class H-8 engines from the Lima Locomotive Works in 1941, and they were the ultimate expression of Lima's "Super Power" approach to locomotive construction. Few locomotives were built with a six-wheel trailing truck, but on this one it was clearly necessary to support the gargantuan firebox. With a boiler in proportion to its furnace and driving wheels tall enough to realize its speed potential, the 2-6-6-6 was one of the largest and most powerful steam locomotives ever built.

Reviewed in this issue:

Rivarossi HO scale
Allegheny 2-6-6-6 16

Accurail HO scale
40-foot stockcar....................18

Micro-Trains N scale
general service tank car 21

Athearn HO scale
60-foot hi-cube boxcar..........25

It was extremely heavy, too, and had axle loadings that only a railroad as well-built as the C&O could tolerate. For that and other reasons (the "D" word) the design wasn't widely emulated, but in 1944 the Virginian Ry. purchased eight copies of the C&O 2-6-6-6 and designated them class AG. The final C&O H-8s were delivered in 1948, the year before Lima built its last steamer, and H-8s remained in service only until July 1956. The Virginian engines were retired a year earlier.

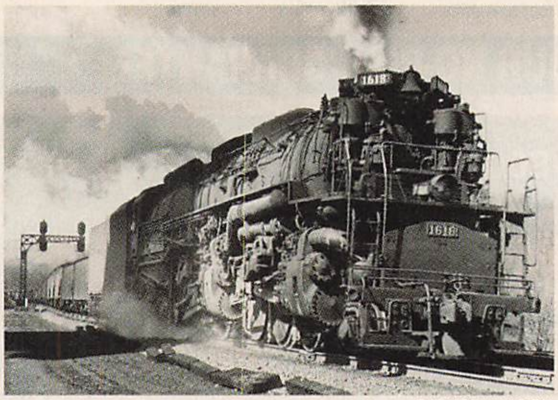
Two C&O Alleghenies have been preserved, one at the Henry Ford Museum in Dearborn, Mich., the other in Baltimore at the Baltimore & Ohio Museum.

A good short history of the 2-6-6-6 is included with this model. For greater detail, see the book *The Allegheny: Lima's Finest*, by Huddleston and Dixon, published by Hundman Publishing.

The Rivarossi model is plastic and metal and comes ready-to-run except for the installation of several details. These include cab and tender handrails, locomotive brake hangers, and tender truck safety chains. The latter require patience to secure with small pins at each end, but they add an extra bit of fascination that's worth the time. I applied the water connections under the front of the tender, but not the water supply hoses from the locomotive. These can't flex like the real ones and are only suited for static display.

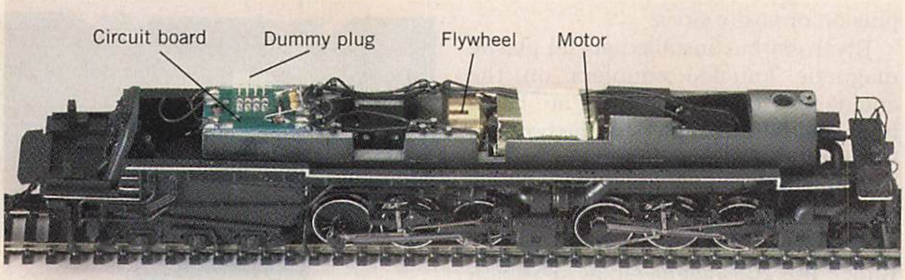
While I was at it I installed the scale-length cab. This model comes with two, the short one having a roof overhang of 2'-7", which is meant to clear the tender when operating the model on radii down to 16"! The full-length cab roof caused no interference on 22"-radius curves, and it's more in proportion to the engine and tender. Detailing and cab swapping are all clearly explained in illustrated trilingual instructions.

The engine and tender have factory-added separate railings, pipes, and parts and compare favorably with most hand-built brass models of this prototype. I enjoyed noticing the perforated running



PARKER HAYDEN

Allegheny 1618 climbs its namesake grade at White Sulphur Springs, Va., in 1953 with a coal drag and no helper.



boards on each side of the firebox, which on the real engine allowed condensation from the safety valves, blowdown muffler, and steam dynamo to drain. The cab windows and ventilator hatch can slide open or closed, and the tender's water hatches hinge open.

Dimensionally the model is quite accurate, for the most part differing only slightly from railroad dimensional diagrams and HO scale drawings in the *Locomotive Cyclopedia, Vol. 1,* from Hundman Publishing. The engine is about a foot longer than scale, and the driving wheel diameter is 64" instead of 67". These are both compromises that model makers often accept in the interest of functional scale models. The 3" undersize drivers might be more apparent on a smaller locomotive, but under the hulking H-8 boiler the discrepancy isn't obvious to my eye. The driver tires are thinner than is usual on many models, and that helps the illusion.

The model carries road number 1633, marking it as an engine from the fourth order of C&O H-8s, engines 1630 through 1644, built in 1944. They were basically the same as the 1941 locomotives, but there were piping and other detail variations among the first four groups. The model's detailing accurately represents a member of the fourth series.

The rods and Baker valve gear are finely made and darkened to a steely color. Even the lubricator cranks driven from the combination levers are accurately modeled. The one flaw in this running gear is that the eccentric cranks on the left side of the engine are backwards. They should lean forward when the crankpins are at bottom dead center, but instead they lean to the rear. I didn't see any easy way to correct this.

Viewed at eye level, the model shows too much daylight under the firebox, where the real thing had a massive ash pan. A strip of black-painted styrene could be installed as a view block, but unless you'll be running your engine on wide-radius curves, be wary of interfering with the trailing truck.

The model is powered by a flat can motor mounted centrally within the boiler. The motor has a flywheel on one end and connects through universal shafts to gear towers on both the front and rear engines. There's one plastic traction tire, on the left-hand wheel of the fifth axle.

The pickup arrangement of this engine is a little unusual: The locomotive picks up from the right-hand rail with its pilot wheel and first and third drivers, and from the left-hand rail with its fourth and sixth drivers and first two trailing wheels.

The locomotive can run independently of the tender, but the tender picks up too. It takes current from the front truck's first and third left-hand wheels and all four right-hand wheels of the rear truck. A flexible three-wire cable from under the cab plugs into the front of the tender, and with that connection the pickup footprint includes six wheels on the left and seven on the right.

The H-8 ran smoothly with no evident "traction-tire wobble" and only a little gear noise throughout an excellent speed range. With its weight and traction tire it's an extremely powerful puller. On straight, level track, its eight-ounce drawbar pull equals 120 free-rolling freight cars!

In common with earlier Rivarossi models, both engines swivel like trucks. On real articulateds like the H-8, the rear engine is rigid and the front engine swings radially from a hinge between the rear cylinders. Rivarossi's arrangement is a concession to sharp curves.

With the scale-length cab and the shortest operational drawbar setting, the locomotive and tender had no trouble negotiating 22"-radius curves, 2" sharper than the manufacturer recommends for this setup. However, even with double articulation the boiler and cab overhang were extreme, and the model looks its best on larger curves.

HO scale 2-6-6-6 Allegheny

Price: $585

Manufacturer and importer:

Rivarossi, imported exclusively by
Wm. K. Walthers Inc.
P. O. Box 3039
Milwaukee, WI 53201
414-527-0770
www.walthers.com

Description:

Plastic and metal ready-to-run steam locomotive

Features:

- Flat can motor with flywheel
- Drawbar pull: 8 ounces
- Twelve-wheel drive with 13-wheel electrical pickup
- Engine and tender weight: 1 pound 14 ounces (1 pound 7 ounces for engine alone)
- Minimum radius: 16" (with included short-overhang cab)
- Directional headlights
- DCC decoder socket
- Movable cab windows and ventilator, opening tender hatches
- Front and rear magnetic knuckle couplers

Performance:

Minimum, midrange, and maximum speeds on filtered DC, straight track:

Scale mph	Load	Volts	Amperes
2.9	Free	2.2	.14
10.0	Free	3.0	.15
30.4	Free	6.0	.20
50.4	Free	9.0	.21
69.3	Free	12.0	.26
-	Slipping	12.0	.49
-	Stalled	12.0	1.2

Road name:

653-5454 Chesapeake & Ohio

The wheel contour conforms to National Model Railroad Association standard S-4, with flanges .035" deep, no problem even on code 70 flex- or handlaid track. Most of the wheelsets were in gauge. Although the fourth and fifth driver pairs were a little tight, they ran through Atlas no. 4 and 6 Custom-Line turnouts with no trouble. To correct the gauge, remove the drivers as shown in the instructions and pull them apart with a wheel puller. Don't try twisting steam-engine drivers on their axles because this spoils the quartering, the 90-degree offset between the crankpins on opposite sides.

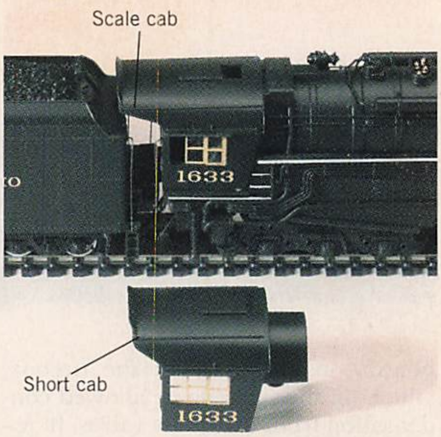
Rivarossi has installed acetal plastic magnetic knuckle couplers on the engine and tender, and there are hornhook and NEM couplers in the box and instructions for installing them.

The front coupler height is correct, but the rear coupler was about half a knuckle too high compared to the Kadee no. 205 height gauge. I substituted a Kadee no. 25 coupler, which has the shank offset to the top of the coupler head, and that was just right.

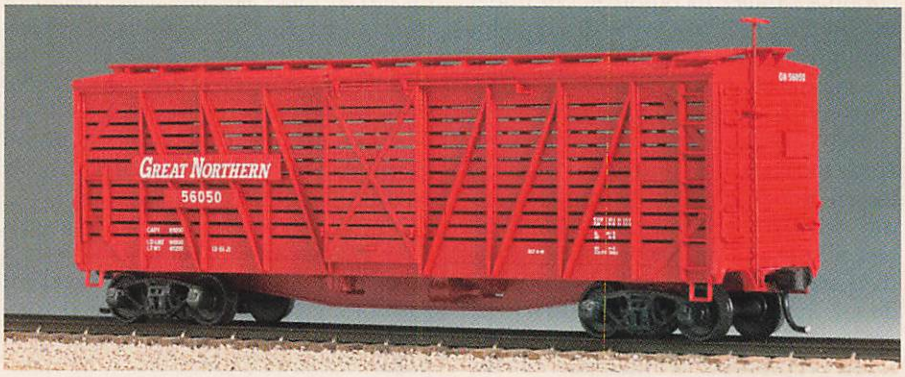
The H-8's headlight and backup light are wired for directional lighting, but their brightness varies with the track voltage. There's also a red light inside the backhead for a fiery glow through open fire doors.

For command control there's an NMRA-recommended socket on the circuit board inside the firebox. Remove the dummy plug that allows conventional operation and you can plug in a DCC decoder or other type of receiver.

There's room for the decoder in the firebox, too, behind the weight and circuit board. This space is 3 3/64" long, 1 3/16" wide, and 15/16" high. The instructions refer to a Rivarossi decoder, but it's not yet available from Walthers. There are several decoders of a suitable size and current capacity; I tried a North Coast Engineering D15SR with good results.



The C&O used these 8,000-hp brutes in every kind of mainline service, including mountain coal drags, scheduled manifest freights, and even for passenger trains. The Rivarossi H-8 will do just as well on your HO railroad and serve as a worthy reminder of a notable prototype. – *Andy Sperandeo, executive editor*



HO scale 40-foot stockcar

The latest HO scale car from Accurail is this good-looking model of a Great Northern Ry. 40-foot stockcar. The plastic kit combines ease of assembly with good detailing and builds into an accurate replica of the prototype.

The Great Northern built 198 stockcars numbered 56050 to 56248 in 1957 from wooden boxcars constructed in 1919. Like many rebuilt stockcars, these cars retained their wooden running boards. The roofs also were painted aluminum to reflect the sun's rays during the summer and early fall.

The prototypes had six sets of vertical bracing, Murphy 6/7 or 5/5/5 rib ends (the model is based on a 5/5/5 version), a six-foot-wide door, and rode on solid-bearing trucks.

The GN continued to haul stock until the Burlington Northern merger in March 1970. However, by the mid-1960s, decentralization in the meatpacking industry and the incursion of trucks meant that the days of profitably hauling stock by rail were practically over. By the mid-1970s, BN suspended most former GN livestock movements.

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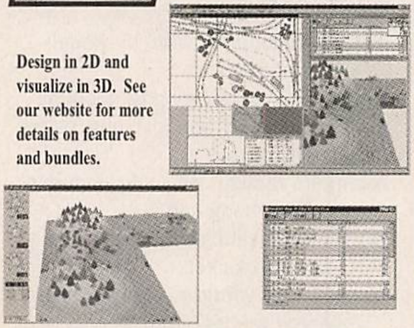
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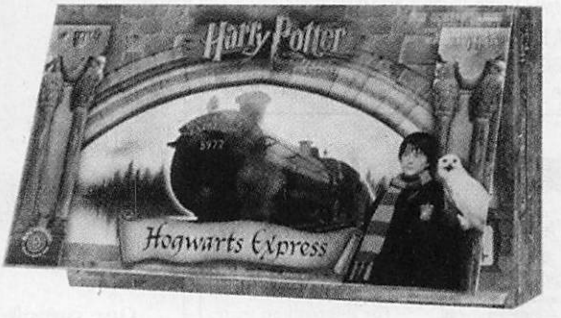

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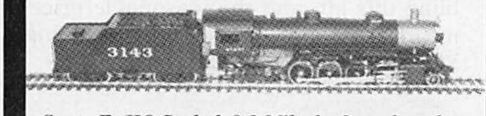

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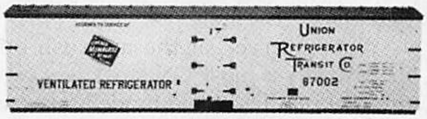

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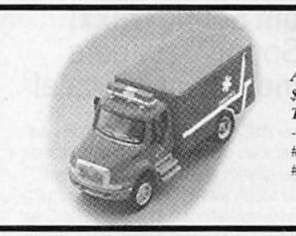

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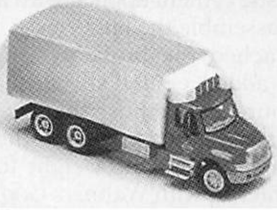

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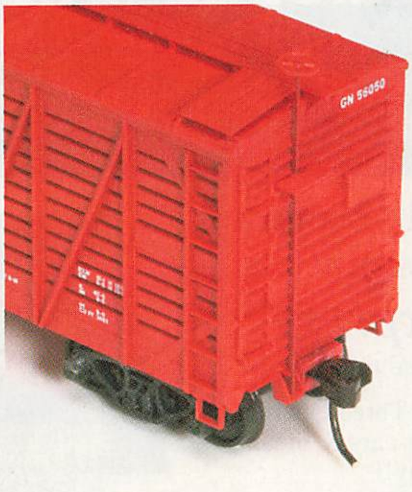


Our sample came painted and lettered with the running board installed, individual cast detail parts such as a brake wheel, air reservoir, brake cylinder, center sills, triple valve, doors, floor, and simulated wood panels with road name and car number. Also included were Accurail trucks, Accumate couplers, a sheet-metal weight, and .020" brass wire for the brakewheel staff.

The red paint on our sample is a little darker than the red-colored plastic used for the underframe and brake components. You may want to airbrush the underframe with Polly Scale Caboose Red before assembly.

While you've got the airbrush out, the trucks on most GN stockcars were mineral red, while the model's are cast in black plastic. The running board is removable, and you may want to spray the roof a weathered aluminum color.

This is a one-evening kit, and assembly in general went smoothly. A bare-bones exploded-view drawing labeled for an Accurail 40-foot boxcar provided a fair idea of where to put the handful of parts. In addition to plastic sprue cutters, I used a flat needle file, fine sandpaper, a sharp no. 11 hobby knife blade, and liquid plastic cement applied with a fine brush to assemble the kit.

First I attached the brake system components, added center sills, couplers, and coupler box lids, then installed the trucks, which mount to the body with pins. I glued the weight to the car floor interior with Walthers Goo.

The doors fit well into their openings and can be secured with liquid cement applied sparingly. The doors are not designed to be opened, so the unpainted weight is not readily seen.

A small and somewhat fuzzy line drawing of the prototype shows where to install the road name and car number boards. The last step was installing the brake wheel and brakewheel staff; I substituted .020" flexible plastic rod for the brass wire for easier painting.

Our sample measured 40'-11" long and 9'-5" wide, with the top of the running board 14'-0" above the railhead. According to the January 1961 *Official Railway Equipment Register*, the prototypes were 40'-9" long, 9'-5" wide, and the running boards were 13'-7" high.

The Accurail wheels matched our National Model Railroad Association standards gauge, as did the coupler height. The completed car weighs 3.4 ounces, short of the 3.8 ounces called for in the NMRA Recommended Practice for a 40-foot car of one ounce plus .5 ounces for each inch of length.

The data lettering on our model was crisp, though the lettering on the GN road name signboard was applied a bit heavily, making it look splotchy.

Although the cast-on stirrups and ladders look a little thick, the car's overall appearance is fine. A nice touch is that the stirrups angle slightly outward from the body, just like the prototype.

Accurail offers a separate decal set so GN modelers can apply different car numbers on a group of these cars.

Despite the sparse instructions, most modelers won't have a problem assembling this kit, and the reasonable price means a small fleet is attainable. – *Paul Schmidt, associate editor*

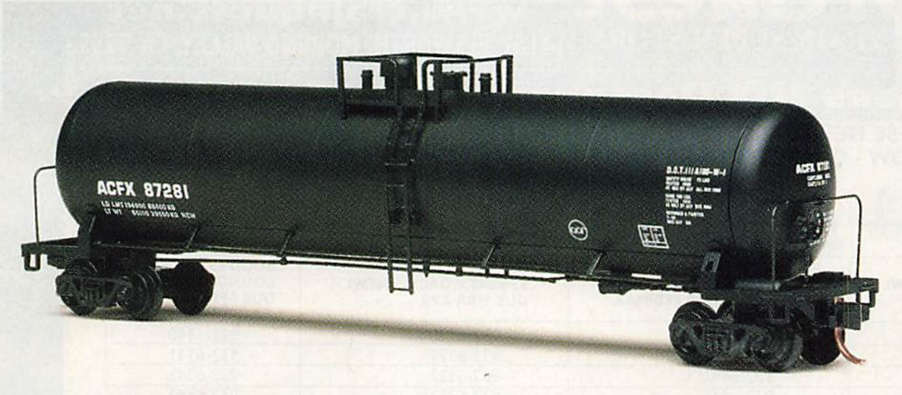
HO scale 40-foot stockcar

Price: $9.98

Manufacturer:
Accurail
P. O. Box 278
Elburn IL 60119
630-365-6400
www.accurail.com

Description:
Injection-molded plastic kit

Road names:
4700 undecorated
4701 Santa Fe
4702 Great Northern
4703 Norfolk & Western
4704 Milwaukee Road
4705 Missouri-Kansas-Texas
4706 Wabash
4707 Missouri Pacific
4708 Grand Trunk Western
4798 data only mineral red
4799 data only oxide red



N scale general service tank car

Micro-Trains has released a well-detailed ready-to-run model of an American Car & Foundry 56-foot, 30,000-gallon general-service tank car that nicely captures the proportions of its prototype.

The model represents one of a lot of 1,370 tank cars that ACF built in mid-1974 at its Milton, Pa., shops and numbered 86567 through 87947. The federal Department of Transportation classified these cars as 111A 100 W-1.

Additional information about modern tank cars and their nomenclature, as well as a scale drawing, were published in the February 1990 MODEL RAILROADER. To summarize, 111A indicates the car is intended for general service, 100 means a maximum pressure rating of 100 pounds per square inch, W indicates a fusion-welded tank, and the 1 means the car typically carries gasoline, kerosene, vegetable oils, or other non-pressurized liquids.

The Micro-Trains model is a plastic tank body with separate heads (ends), stub sills, and end platform assemblies. Separately applied details include a molded manway (top platform), safety valves, top unloading hatch (pictured below left), and bottom outlet valve.

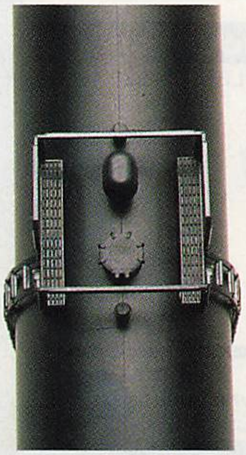
The brake linkage system, ladders, loading platform, and safety rails are finely cast acetal plastic parts applied separately. The end railings are wire. The model includes two sets of placard holders that can be decaled to indicate the commodity the car is carrying.

Micro-Trains used ACF blueprints to develop the car's tooling. Our sample closely matches the prototype dimensions except for the height above the rail which is a bit tall at 16'-6" (the prototype was 15'-5⅞"). However, this difference is not readily discernable.

Another nice touch Micro-Trains included are the ladder rungs. The prototype has nine rungs to a side spaced 15'-½" apart, and the model's finely cast ladders have nine rungs spaced a scale 15" apart. The extra ½" is probably there, too, although my 1:1 scale eyes couldn't find it.

The model rides on Micro-Trains' free-rolling 100-ton trucks with truck-mounted couplers. All wheelsets on our sample matched the National Model Railroad Association standards gauge.

Continued on page 25



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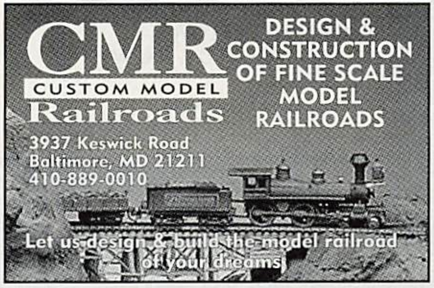

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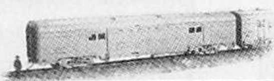
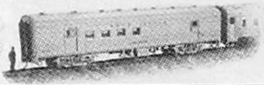

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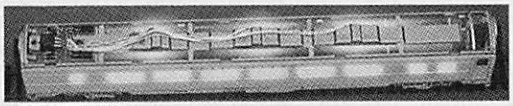

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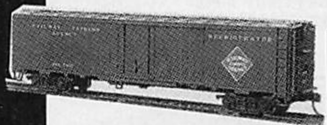

This new model features a detailed one-piece body with separately applied details including ice hatches (nonoperable) and roofwalk. Wire grab irons, express trucks with metal wheelsets and working knuckle couplers. **ADVANCE RESERVATION DUE FEB/MAR DELIVERY**

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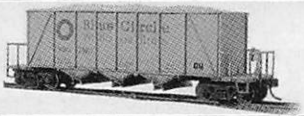

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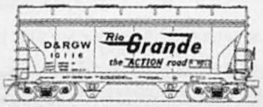

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Painted gray with black & white "Speed" lettering.

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-26	10074
-27	10079
-28	10085
-29	10088
-30	10090
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-32	10097
-33	10100
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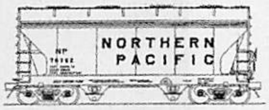

ACF CENTER FLOW
2-BAY HOPPER
NORTHERN PACIFIC
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Painted gray with black lettering.

INT. MTN. CAR NO. DESIGNATOR	CAR #
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-14	75756
-15	75758
-16	75760
-17	75763
-18	75769
-19	75771
-20	75775
-21	75782
-22	75793
-23	75794
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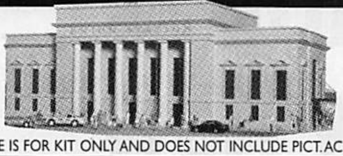

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Item No. 933-3094 Jan/Feb Delivery
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- Perfect hub for your steam-, classic diesel- or modern-era passenger operations
- Simulated cut-stone detail
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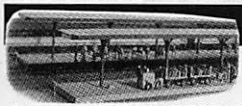

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- Four 11" platforms with canopies and cutouts for optional subway stairways
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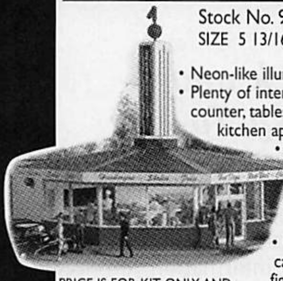

- Neon-like illuminated rooftop sign
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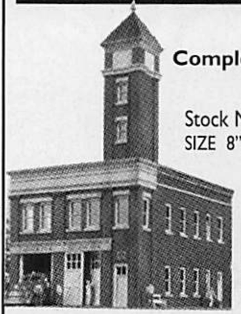

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221-MW130118	METRO DELIVERY TRUCK	Green/Silver
221-MW130119	METRO DELIVERY TRUCK	Gray
221-MW130120	METRO DELIVERY TRUCK	Red
221-MW130121	51 FORD STAKE TRUCK	Red
221-MW130122	51 FORD STAKE TRUCK	Green
221-MW130123	51 FORD STAKE TRUCK	Gray
221-MW130124	51 FORD STAKE TRUCK	Black
221-MW130125	55 BELAIR HARDTOP	Red/Cream
221-MW130126	55 BELAIR HARDTOP	Coral/Dark Gray Metallic
221-MW130127	55 BELAIR HARDTOP	Harvest Gold/Cream
221-MW130128	55 BELAIR HARDTOP	Ivory/Dark Gray Metallic

ITEM #	NAME	COLOR
221-MW130129	51 CHEVY FLEETLINE	Thistle Gray
221-MW130130	51 CHEVY FLEETLINE	Trophy Blue Metallic
221-MW130131	51 CHEVY FLEETLINE	Aspen Green Metallic
221-MW130132	51 CHEVY FLEETLINE	Burgandy Red Metallic
221-MW130133	67 DODGE CHARGER	Silver Metallic
221-MW130134	67 DODGE CHARGER	Bright Red
221-MW130135	67 DODGE CHARGER	Bright Blue Metallic
221-MW130136	67 DODGE CHARGER	Daffodil Yellow
221-MW130137	58 CORVETTE	Silver Blue Met./Silver Cove
221-MW130138	58 CORVETTE	Signet Red/Cream White Cove

ITEM #	NAME	COLOR
221-MW130139	58 CORVETTE	Tuxedo Blk/Silv Cove
221-MW130140	58 CORVETTE	Cream Wht/Silv Core
221-MW130141	48 FORD DELIVERY TRUCK	Cream White
221-MW130142	48 FORD DELIVERY TRUCK	Sheridan Blue
221-MW130143	48 FORD DELIVERY TRUCK	Green
221-MW130144	48 FORD DELIVERY TRUCK	Birch Gray
221-MW130145	51 HUDSON HORNET	Bali Blue
221-MW130146	51 HUDSON HORNET	Nor. Gray Dark Met.
221-MW130147	51 HUDSON HORNET	French Gray Light
221-MW130148	51 HUDSON HORNET	Toro Red

N SCALE

ITEM #	NAME	COLOR
221-MW150209	METRO DELIVERY TRUCK	Crm Wht & Green
221-MW150210	METRO DELIVERY TRUCK	Gray & Red
221-MW150211	51 FORD STAKE TRUCK	Red & Green
221-MW150212	51 FORD STAKE TRUCK	Gray & Black
221-MW150213	55 BELAIR HARDTOP	Red/Crm & Coral/Dk Gray Met.
221-MW150214	55 BELAIR HARDTOP	Harvest Gold/Crm & Ivory/Drk Gray Met.
221-MW150215	51 CHEVY FLEETLINE	Thistle Gry & Trophy Blue Met.
221-MW150216	51 CHEVY FLEETLINE	Aspen Grn. Met. & Burgandy Red Met.

ITEM #	NAME	COLOR
221-MW1502017	49 MERCURY	Black & Calabash Yellow
221-MW1502018	48 MERCURY	Maroon Met. & Alberta Blue Met.
221-MW1502019	48 FORD DELIVERY TRUCK	Cream White & Sheridan Blue
221-MW1502020	48 FORD DELIVERY TRUCK	Green & Birch Gray
221-MW1502021	51 HUDSON HORNET	Bali Blue & Nor. Gray Dk Met.
221-MW1502022	51 HUDSON HORNET	French Gray Light & Toro Red
221-MW1502023	WHITE DUMP TRUCK	Red & Green
221-MW1502024	WHITE DUMP TRUCK	Gray & Black

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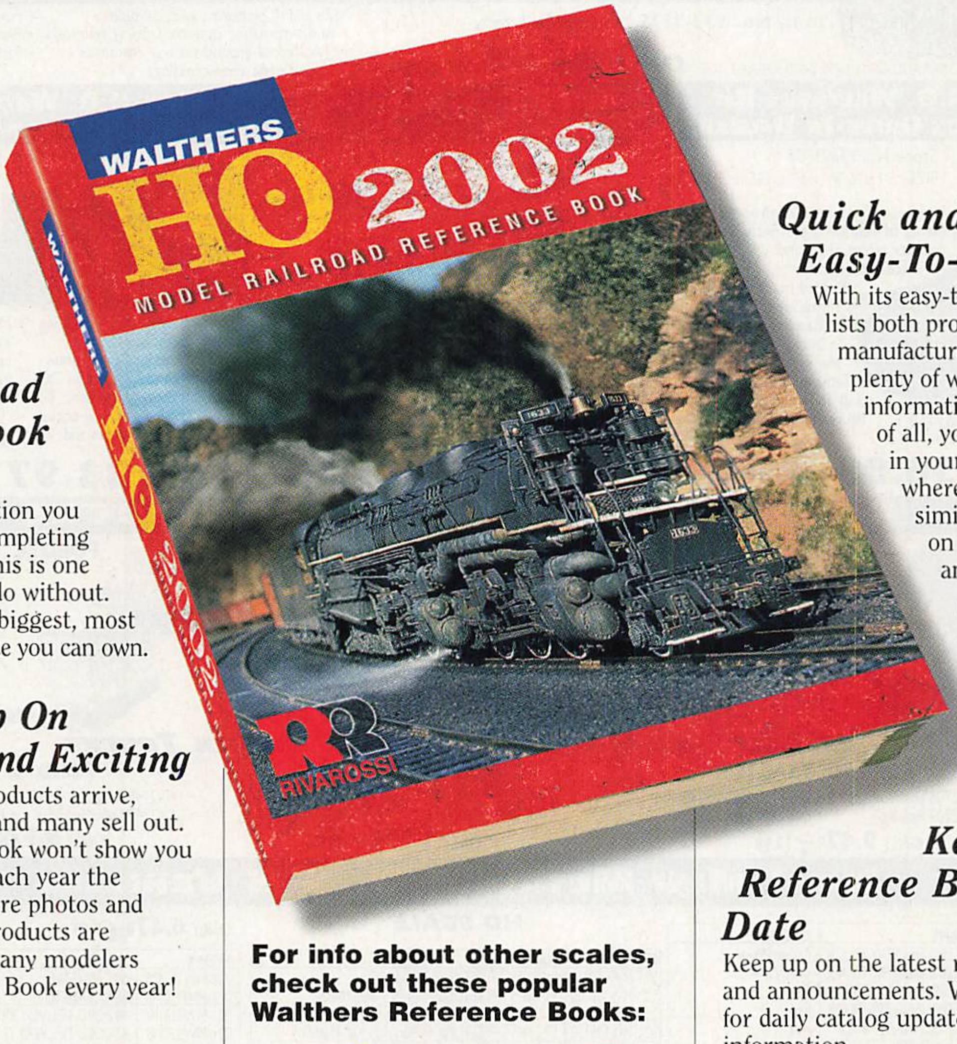

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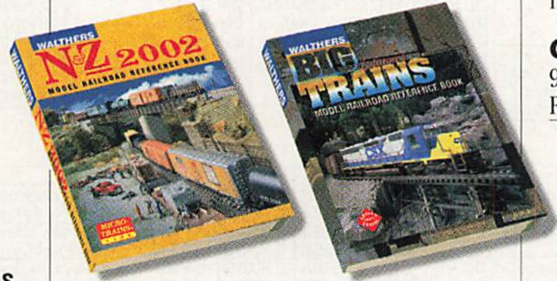

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The car weighed one ounce, a tad lighter than the NMRA's Recommended Practice of .5 ounce plus .15 ounce per inch of length, but the car should operate well on most layouts as it is. To add weight, remove the tank cap from the non-brakewheel or "A" end for access to the tank body interior.

The painting on our sample was excellent, and crisp, fine lettering makes this car a standout. Not only could I read the DOT classification without eye strain, I also could read the data indicating when the prototype was repaired and repainted.

Micro-Trains has produced an excellent piece of N scale rolling stock for modelers of the modern era. – *P. S.*

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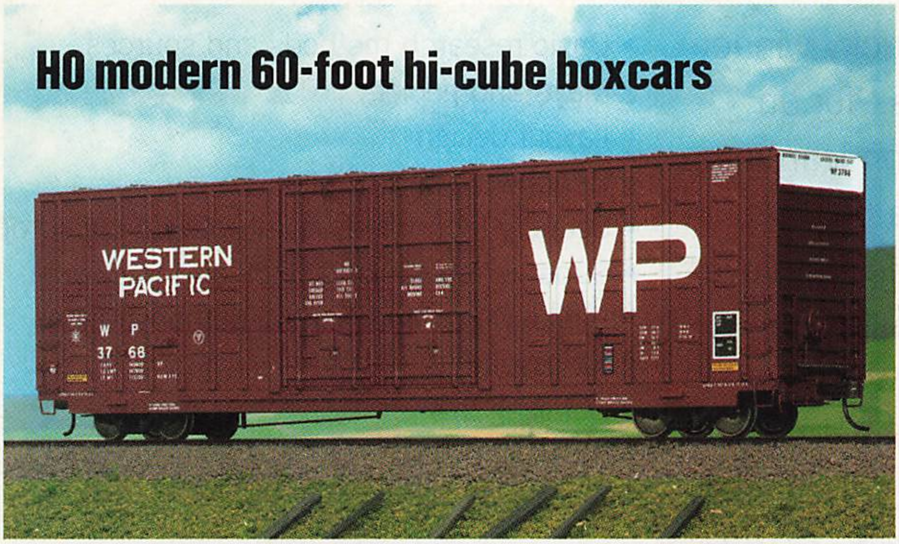
Talent, OR 97540-1200

Description:
Ready-to-run plastic car

Road names:
ACFX
Archer Daniels Midland
MacIntyre Fuels

HO modern 60-foot hi-cube boxcars



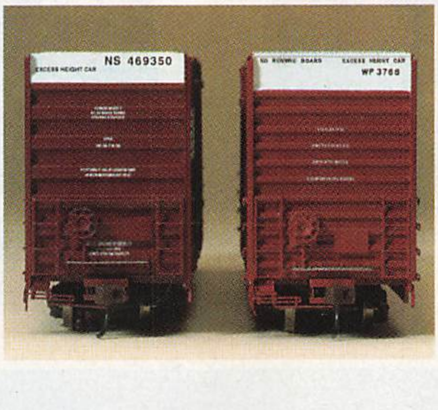
Athearn has released a series of ready-to-run HO models of 60-foot hi-cube boxcars, which are part of the firm's Genesis Line of limited-run models. Our samples represent prototype double-door cars with a variety of different sides, roofs, and ends built by Berwick, Gunderson, and FMC from the late 1970s through the 1990s, mostly for automobile parts service.

Athearn's model of the Western Pacific car closely matches dimensions shown in a small diagram of the Berwick car in Simmons-Boardman's *1980 Car and Locomotive Cyclopedia*. The others match similar dimensions listed in the *Official Railway Equipment Register* including:

- Cotton Belt (SSW) 62649, an FMC smooth-side car with double eight-foot Youngstown sliding doors.
- Norfolk Southern 469350, a Gunderson single-sheathed car with double eight-foot Youngstown plug doors.
- Western Pacific 3768, a Berwick single-sheathed car with double eight-foot Youngstown plug doors.

All of the prototypes are listed as "Plate C" cars, which means they're about a scale 6" taller than regular boxcars. The white band across the top of the end calls attention to this excess height and the cars are restricted to railroads with appropriate clearances.

Continued on page 29



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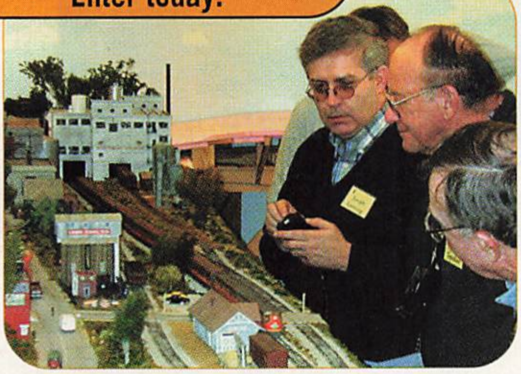

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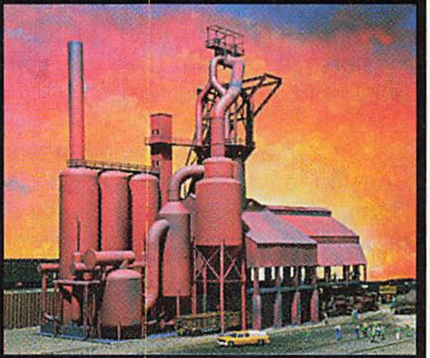

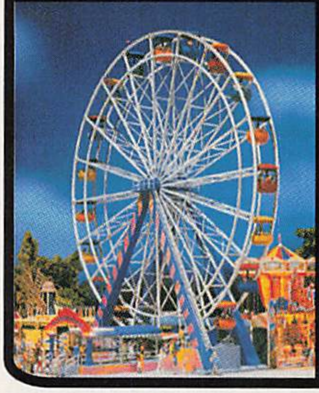

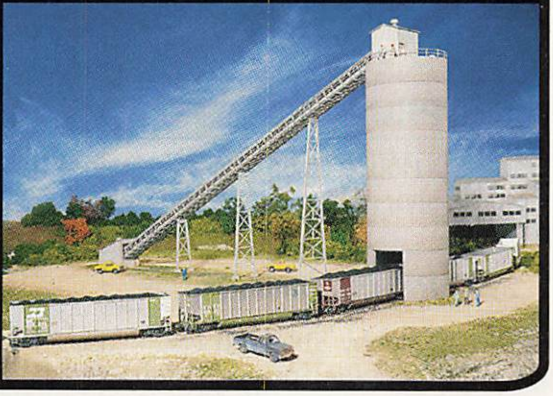

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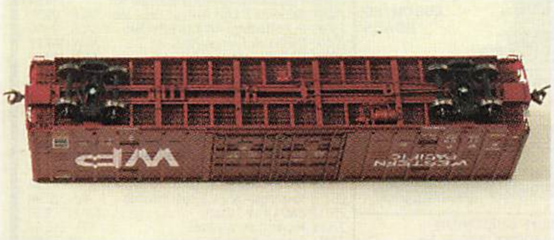
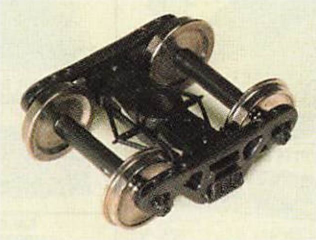
Product Reviews

Continued from page 25





Model Railroader's sample cars came assembled and ready-to-run. All of the models share the same design and a number of detail parts, including the floor and underframe, brake system, and safety appliances (ladders, stirrup steps, and uncoupling levers). Using the same underframe on all three models is a production shortcut as three competitors would not produce the same item.

The carbodies are one-piece castings with different end and roof details which match the specific carbuilder's designs. Separate added details include door latch bars, four-rung corner ladders, and etched metal safety platforms. Formed wire grab irons are used on the single-sheathed cars.

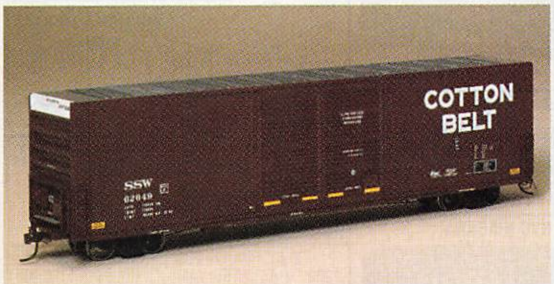
The plastic floor has planking details, and a steel weight is mounted on top. Our samples weigh six ounces each, .5 ounces heavier than the National Model Railroad Association's recommendation of one ounce plus .5 ounces per inch of length.

Appropriate 100-ton roller bearing trucks come on the models. They have rigid frames and wheelsets with rotating roller-bearing end caps. The RP25-contour wheelsets have turned metal wheels pressed into acetal plastic axle tubes. The wheel treads are .088" wide, which is closer to scale size than the NMRA Standard .108" width. Even so, these wheelsets still fit the NMRA gauge and will operate on regular track.

Bachmann's E-Z Mate knuckle couplers come mounted in coupler boxes molded in the simulated cushion underframe. The coupler box covers are top-mounted and secured with friction pins. A small illustrated instruction sheet is included which explains how to remove them if a change is necessary.

Our samples came neatly spray-painted in a variety of boxcar reds. The white excess height panels at each end were cleanly masked and sprayed and all of the lettering was clear and sharp.

These modern auto parts cars are great representations of many cars operating in today's freight car fleet. Their fine detailing sets a new level of quality for Athearn's Genesis Line. *– Jim Hediger, senior editor*



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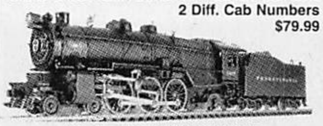

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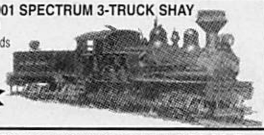

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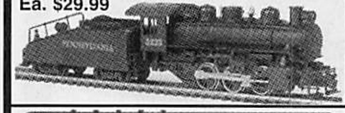

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Assorted Roads

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NEW 81801 SPECTRUM 0-6-0 SADDLE TANK SWITCHER
$44.99 Ea.
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NEW 81601 SPECTRUM 4-8-2 MOUNTAIN
ASSORTED ROADS **$89.99 EACH**

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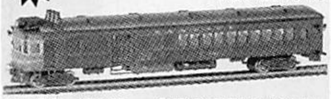
HOT!

81401 SPECTRUM "DOODLEBUG"
SUPER SALE $19.99 EACH
ASSORTED ROADS



List Price $75.00 OUR CHOICE $14.99 EA.

11301 or 11302 GS-4 DAYLITES

SUPERSALE 59.95 Ea.

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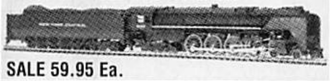

SALE 59.95 Ea.

BACHMANN PLUS F-7s SUPERSALE
3120 POWERED A UNIT..... 19.99 Ea.

18332 LOG CAR W/LOGS
18849 LOG CAR W/LOGS
(FOR SHAY), EA. $16.99

18412 BOBBER CABOOSE
(FOR SHAY), ASST. RDS 6.99

46202 MOTORIZED GANDY DANCERS

SUPER SALE $11.99

#80034 SPECTRUM 44 TONNER SWITCHER $32.99 EA.
#80001 SPECTRUM 44 TONNER SWITCHER $24.99 EA.

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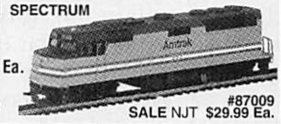
SALE #11601 SPECTRUM SD-45s
ASSORTED ROADS .... $29.99 Ea.

SALE #81201 SPECTRUM FAIRBANKS MORSE $19.95 Ea.

#87001 SPECTRUM F40PH

$39.95 Ea.
ASST. ROADS

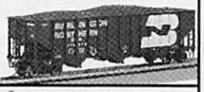


#87009
SALE NJT **$29.99 Ea.**

SALE SPECTRUM #85001 8-40C $24.95 Ea.
SALE SPECTRUM #86001 8-40CW $24.95 Ea.

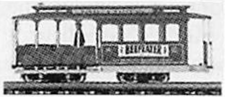
#515 2-6-2 PRAIRIE UP, NYC Ea. $39.99

#18703 SILVER SERIES 3-BAY HOPPER W/COAL LOAD
100ton R-T-R
METAL WHEELS
Asstd. Rds.
6 pk/$21.99



CABLE CARS
60541 Powell & Hyde 15.99

60542 Powell & Mason 21.99



#610 BRILL TROLLEY
$16.99 Ea.

#629 STREAMLINE TROLLEY
$18.95 Ea.

BACHMAN HO CLOSEOUTS

1232	TRACKSTER VAN	9.99
1234	EQUIPMENT TRUCK AMTRAK	14.95
1235	PICK-UP TRUCK CONRAIL	9.99
1236	HI RAIL DETECTOR BURL. NO.	14.99
18601	ORE CARS, ASSTD. RDS. Ea.	5.99
18703	3 BAY 100Ton HOPPERS 6 CAR SET ASST. Ea.	21.99
18347	52' FLAT CAR W/MISSLE USAF SALE	9.99
46032	3 LEVEL CARRIER W/AUTOS, PC	9.99
46103	CRANE & FLOODLIGHT, EL	9.99
46105	250TON CRANE & FLOODLIGHT, AMTRAK	18.99
46115	CRANE & BOOM, AMTRAK	9.99
46208	DIESEL HORN IN OIL STORAGE TANK	15.99
46209	STORAGE BLDG W/STM WSTL SND	15.99
46212	OIL TANK W/LIGHT	9.99
46213	CRANE & BOOM, EL	9.99
46216	LITED FREIGHT STATION SALE	9.99
46217	LITED PASSENGER STATION SALE	9.99
46311	FLOOD LIGHT CAR, UP	10.99
46313	FLOOD LIGHT CAR, EL	6.99
46315	FLOOD LIGHT CAR, AMTRAK	6.99
61501	F-9 UNION PACIFIC	9.99
72324	OLD TIME FREIGHT CARS C.P. EA.	2.95
72824	OLD TIME COMBINE C.P.	2.99

BACHMANN ON30 TRAINS

25001	Wonderland Express Passenger Set		139.99
25002	Colorado & Southern Passenger Set		139.99
25003	Pennsylvania Railroad Passenger Set		139.99
25004	Baltimore & Ohio Railroad Pass. Set	SALE	99.99
25005	Great Northern Railroad Pass. Set	SALE	99.99
25006	North Pole Express Pass. Set	NEW	139.99
25008	D&RGW Passenger Set	NEW	139.99
25009	Christmas Street Car Set	NEW	64.99
25010	Silverton Flyer Freight Set		139.99
25011	United Traction Street Car Set	NEW	64.99
25127	Closed Street Car, Christmas		29.99
25128	Closed Street Car, United Traction		29.99
25212	B&O 2-6-0 Steam Loco & Tender	SALE	49.99
25214	2-6-0 Steam Loco & Tender, Asst.	Ea.	84.99
25314	0-4-0 Porter Steam Loco		44.99
25559	0-4-2 Porter Steam Loco		49.99
26311	Passenger Cars, Lighted, Assorted	Ea.	20.99
26312	B&O Lighted Coach	SALE	9.99
27014	Freight Cars, Assorted	Ea.	15.99
27014	Caboose w/Lights, Assorted	Ea.	20.99

BACHMANN HO TRAIN SETS

00605	Old Tyme Village Pass. Set w/EZ track		69.99
00606	Hershey Chocolate Town Train Set		59.99
00609	White Christmas Freight Set		59.95
00614	Overland Limited Freight w/EZ track		99.99
00616	Rail King Freight Set		59.95
00617	Casey Jones Freight Set		54.95
00621	Challenger Freight Set	SALE	29.99
00624	McKinley Explorer Passenger Set	NEW	59.99
00626	Chattanooga Choo Choo Frt. Set		69.99
00629	Union Civil War Set(Yankee)	New	74.99
00630	Confederate Civil War Set(Rebel)	New	74.99
00633	North Pole Express Freight Set	New	39.99
01101	SF Mountaineer Freight Set Silver Series		69.95
01102	Trail Blazer Freight Set Silver Series		74.95
01103	UP Pioneer Freight Set Silver Series		79.95
01104	Patriot Amtrak Pass Set Silver Series		89.95
01121	Frontiersman Freight Set Silver Series		119.95
01126	Explorer Pass Set Silver Series		139.95
01201	Monopoly Frt. Set w/Play Mat	SALE	59.99

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88002	THE AMBASSADOR HOTEL	SALE	29.99
88003	THE METROPOLITIAN BUILDING	SALE	29.99
88004	VARIETY STORE	SALE	19.99
88005	BUS STATION	SALE	19.99
88006	DEPARTMENT STORE	SALE	19.99
88007	TRADE TOWER	SALE	29.99
88008	SAVINGS AND LOAN	SALE	19.99

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15124	TRAIN CAR REPAIR SHOP	CLOSEOUT	9.99
35114	DIESEL SAND TOWER	CLOSEOUT	9.99
45131	CAPE COD HOUSE		4.50
45132	SWITCH TOWER		4.50
45133	SCHOOL HOUSE		4.50
45134	SIGNAL BRIDGE		4.50
45141	SUPERMARKET		4.50
45142	5 & 10 STORE		4.50
45143	HARDWARE STORE		4.50
45144	POST OFFICE		4.50
45145	POLICE STATION		4.50
45151	BARN		4.99
45152	FARM BUILDIGNS & ANIMALS		4.99
45153	WATER TANK		4.99
45154	RANCH HOUSE		4.99
45171	FREIGHT STATION		5.99
45172	PEDESTRIAN BRIDGE		5.99
45173	SUBURBAN STATION		5.99
45174	GAS STATION		6.99
45191	HOUSE UNDER CONSTRUCTION		5.99
45192	CATHEDRAL		5.99
45194	PLATFORM STATION		5.99
45211	COALING STATION		6.99
45213	SPLIT LEVEL HOUSE		6.99
45214	MOTEL WITH POOL		6.99
45431	TOY & HOBBY SHOP		7.99
45432	CONTEMPORARY HOUSE		7.99
45434	DRIVE-IN HAMBURGER STAND		7.99
88001	SEARS CATALOG HOUSE	CLOSEOUT	12.95

E-Z MATE MAGNETIC COUPLERS

78001	OVER SHANK - LONG (12 PR/CARD)	7.99
78002	OVER SHANK - MEDIUM (12 PR/CARD)	7.99
78003	OVER SHANK - SHORT (12 PR/CARD)	7.99
78004	CENTER SHANK - LONG (12 PR/CARD)	7.99
78005	CENTER SHANK - MEDIUM (12 PR/CARD)	7.99
78006	CENTER SHANK - SHORT (12 PR/CARD)	7.99
78007	UNDER SHANK - LONG (12 PR/CARD)	7.99
78008	UNDER SHANK - MEDIUM (12 PR/CARD)	7.99
78009	UNDER SHANK - SHORT (12 PR/CARD)	7.99
78105	ECONO PK. (25 PR, CTR SHANK MED)	14.99
78999	MAGNET W/BRAKEMAN (1/CARD)	1.50

MAGNETIC COUPLERS WITH COIL SPRING

78025	CENTER SHANK - MEDIUM (12 PR/CARD)	9.99
78125	CENTER SHANK - MEDIUM (25 PR/CARD)	17.99

NICKEL SILVER (GRAY)		E-Z TRACK	STEEL TRACK (BLACK)	
44501	5.95	18" RADIUS CURVED TRACK (4 CARD)	44401	3.95
44502	3.95	18" RADIUS TERM RERAILER (1 CARD)	44402	3.00
44503	6.50	22" RADIUS CURVED TRACK (4 CARD)	44403	4.50
44510	3.95	9" STRAIGHT TERM RERAILER (1 CRD)	44410	3.00
44511	5.95	9" STRAIGHT TRACK (4 CARD)	44411	3.95
44512	3.95	3" STRAIGHT TRACK (4 CARD)	44412	3.00
44540	4.50	30° CROSSING (1 CARD)	44440	3.00
44561	10.95	REMOTE SWITCH-LEFT (1 CARD)	44461	7.95
44562	10.95	REMOTE SWITCH-RIGHT (1 CARD)	44462	7.95
44590	4.50	BUMPERS (2 CARD)	44490	4.50
44579		DELUXE X-ING GATE EZ TRACK SILVER SERIES		14.95
44494		BACHMANN EZ TRACK EXPANDER SET #1 (BLK)		24.95
44594		BACHMANN EZ TRACK EXPNDR SET #1 (NICK.SLVR)		34.95

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2291	Union Pacific Centipede Tender	39.99
2349	Log Buggie	7.99
5454	C&O Allegheny 2-6-6-6	NEW CALL

2-8-4 BERKSHIRE

5434	Nickel Plate Road #779	149.99
5435	Richmond Fredricksberg & Potomac #574	149.99
5436	Pere Marquette #1222	149.99
5437	American Railroads #759	149.99
5438	NKP #765 w/Double Tender	164.99

4-8-8-4 BIG BOY

5412	Union Pacific #4000 4-8-8-4 Big Boy	229.99
5413	Union Pacific #4001 4-8-8-4 Big Boy	229.99
5414	Union Pacific #4003 4-8-8-4 Big Boy	229.99
54398	UP #4008 4-8-8-4 Big Boy Digital	244.99
54408	UP #4010 4-8-8-4 Big Boy Digital	244.99
54418	UP #4011 4-8-8-4 Big Boy Digital	244.99
5439	UP #4008 Black 4-8-8-4 Big Boy	244.99
5441	UP #4011 Blk/Slvr. 4-8-8-4 Big Boy	244.99

4-8-8-2 CAB FORWARD

5424	Southern Pacific #4274	229.99
5426	Southern Pacific #4294	229.99
5430	Southern Pacific #4247	229.99

4-6-6-4 CHALLENGER

1591	Union Pacific #3967 4-6-6-4 Challenger	209.99
1592	Union Pacific #3979 4-6-6-4 Challenger	209.99
1596	Union Pacific #3985 4-6-6-4 Challenger	209.99
1598	D&RGW #3800 4-6-6-4 Challenger	209.99
1599	D&H #15197 4-6-6-4 Challenger	209.99
5455	Union Pacific #3985 4-6-6-4 Challenger	209.99
5456	Union Pacific #3716 4-6-6-4 Challenger	209.99
5457	Union Pacific #3978 4-6-6-4 Challenger	209.99

4-8-4 FEF NORTHERN

5427	Union Pacific #835 FEF 4-8-4 Northern	179.99
5428	UP #838 Graphite FEF 4-8-4 Northern	179.99
5429	UP #844 FEF Blk/Graph. 4-8-4 Northern	179.99

HEAVY
0-8-0

1271	Indiana Harbor Belt w/Tender	SALE 69.99
5431	Indiana Harbor Belt	79.99
5432	Santa Fe	79.99
5433	Missouri Pacific	79.99

4-6-2 HEAVY PACIFIC

5401	Southern "Crescent"	94.99
5402	Milwaukee	94.99
5403	Baltimore & Ohio, Green	94.99
5404	Baltimore & Ohio, Blue	94.00
5405	Central of New Jersey	94.99
5406	Chicago & Alton	94.99
5407	ATSF #3423	94.99

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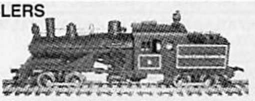


1568	2-Truck Heisler Salmon Creek Co. #4	164.99
1569	3-Truck Heisler Ohio Match Co. #1	174.99

4-6-4 HUDSON

1590	Chesapeake & Ohio 4-6-4 Hudson	SALE 119.99
5446	New York Central #5405 4-6-4 Hudson	144.99
5447	New York Central #5442 4-6-4 Hudson	144.99
5449	Boston & Albany #604 4-6-4 Hudson	144.99
5452	Chesapeake & Ohio #303 4-6-4 Hudson	144.99

4-6-4 STREAMLINED HUDSON

5444	New York Central #5445 4-6-4 Hudson	164.99
5445	NYC Emp. St. Exp. #5426 4-6-4 Hudson	164.99
5448	New York Central #5453 4-6-4 Hudson	164.99
5450	Milwaukee Hiawatha #100 4-6-4 Hudson	164.99
5451	ATSF Blue Goose #3460 4-6-4 Hudson	164.99

2-8-2 MIKADO

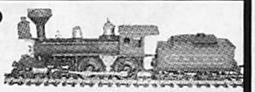
5408	Erie w/Short Tender	94.99
5409	Southern w/Short Tender	94.99
5410	Great Northern w/Short Tender	94.99
5411	Great Northern w/Standard Tender	94.99
5453	Undecorated w/Vanderbilt Tender	94.99

RIVAROSSI

2-8-8-2 MALLET

1593	Norfolk & Western Y6b #2174	229.99
5400	Baltimore & Ohio EL5 #7165	229.99

4-4-0 OLD TIMER



1206	Santa Fe 4-4-0 American Old Timer	SALE 39.99
1208	V&T 4-4-0 Bowker	SALE 39.99
1209	KC&St.Louis 4-4-0 Bowker	SALE 39.99
5416	Virginia & Truckee, 4-4-0 Genoa	46.99
5417	Western & Atlantic, 4-4-0 Genoa	46.99
5418	Virginia & Truckee, 4-4-0 Reno	46.99
5419	Kansas, St. Louis & Chicago, 4-4-0 Reno	46.99
5420	Kansas, St. Louis & Chicago, 4-4-0 Inyo	46.99
5421	Virginia & Truckee, 4-4-0 Inyo	46.99
5422	ATSF 4-4-0	46.99
5423	Union Pacific 4-4-0	46.99

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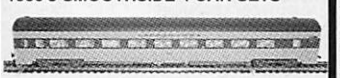
6902	SET "A" - BAGG, COMB, PULL, DINER	64.99
6903	SET "B" - RPO, COACH, D.SLEEP, OBS.	64.99

1930's SMOOTHSIDE 4 CAR SETS



6932	SET "A" - BAGG, COACH, DINER, V.DOME	64.99
6933	SET "B" - RPO, RMETTE, D.SLEEP,TAIL CAR	64.99

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932-908	SUPERLINER SLEEPER/LOUNGE(2PK)	39.99
932-4650	DYNAMOMETER CAR, UNDECORATED	25.99
932-4651	DYNAMOMETER CAR, NKP	25.99
932-4652	DYNAMOMETER CAR, CB&Q	25.99
932-4653	DYNAMOMETER CAR, C&O	25.99
932-4654	DYNAMOMETER CAR, NYC	25.99
932-4655	DYNAMOMETER CAR, PENNSYLVANIA	25.99
932-4656	DYNAMOMETER CAR, MILWAUKEE	25.99
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932-4658	DYNAMOMETER CAR, UNION PACIFIC	25.99
932-4659	DYNAMOMETER CAR, SO. PACIFIC	25.99
932-4660	DYNAMOMETER CAR, N&W	25.99
932-4661	DYNAMOMETER CAR, SOUTHERN	25.99
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932-6002	85' AMFLEET COACH-PH 1	20.99
932-6003	85' AMFLEET COACH-PH 3	20.99
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932-6005	85' AMT 1 COACH PH4 NED	20.99
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932-6015	85' AMT 1 FD SV PH4 NED	20.99
932-6020	60' MAT HAND CAR UNDECORATED	15.99
932-6021	60' MAT HAND CAR AMTRAK PH3	15.99
932-6022	60' MAT HAND CAR U.S. MAIL	15.99
932-6023	60' MAT HAND CAR AMTRAK PH4	15.99
932-6030	TRANSIT CAR POWERED BART	39.99
932-6031	TRANSIT CAR DUMMY BART A	15.99
932-6032	TRANSIT CAR DUMMY BART B	15.99
932-6036	TRANSIT CAR DUMMY METRO	15.99
932-6040	60' EXPRESS BOX UNDECORATED	14.99
932-6041	60' EXPRESS BOX AMTRAK PH4	14.99
932-6042	60' EXPRESS BOX AMTRAK SILVER	14.99
932-6050	HORIZON FLEET COACH UNDEC.	20.99
932-6051	HORIZON FLEET COACH AMT	20.99
932-6052	HORIZON FLEET COACH AMTRAK PH4	20.99
932-6060	H FLEET FOOD SERVICE UNDEC.	20.99
932-6061	H FLEET FOOD SERVICE AMTRAK PH3	20.99
932-6062	HORIZON FLEET FOOD SERVICE AMT	20.99
932-6070	COMMUTER COACH UNDEC.	20.99
932-6072	COMMUTER COACH NJ TRANSIT	20.99
932-6073	COMMUTER COACH MBTA	20.99
932-6074	COMMUTER COACH NY METRO	20.99
932-6075	COMMUTER COACH CT DOT	20.99
932-6076	COMMUTER COACH NJ DOT	20.99
932-6077	COMMUTER COACH VRE	20.99
932-6080	COMMUTER CAB UNDEC.	20.99
932-6082	COMMUTER CAB NJ TRANSIT	20.99
932-6083	COMMUTER CAB MBTA	20.99
932-6084	COMMUTER CAB NY METRO	20.99
932-6085	COMMUTER CAB CT DOT	20.99
932-6086	COMMUTER CAB NJ DOT	20.99
932-6087	COMMUTER CAB VRE	20.99
932-6090	SUPERLINER I SLEEPER AMTRAK UNDEC.	20.99
932-6091	SUPERLINER I SLEEPER AMTRAK PH4	20.99
932-6100	SUPERLINER II COACH UNDEC.	20.99
932-6101	SUPERLINER II COACH AMTRAK	20.99
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932-6111	SUPERLINER II SLEEPER AMTRAK	20.99
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932-6121	SUPERLINER II LOUNGE AMTRAK	20.99
932-6130	SUPERLINER II DINER UNDECORATED	20.99
932-6131	SUPERLINER II DINER AMTRAK	20.99
932-6140	SUPERLINER II CREW SLEEPER UNDEC.	20.99
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932-6150	SUPERLINER I COACH/BAG UNDEC.	20.99
932-6151	SUPERLINER I COACH/BAG AMTRAK PH3	20.99
932-6152	SUPERLINER I COACH/BAG AMTRAK PH4	20.99
932-6153	SUPERLINER I COACH/BAG AMTRAK PH2	20.99
932-6154	SUPERLINER I COACH/BAG SMOKER AMTRAK PH4	20.99
932-6160	SUPERLINER I COACH UNDEC.	20.99
932-6161	SUPERLINER I COACH PH2	20.99
932-6162	SUPERLINER I COACH PH3	20.99
932-6163	SUPERLINER I COACH PH4	20.99
932-6170	SUPERLINER I SLEEPER UNDEC.	20.99
932-6171	SUPERLINER I SLEEPER PH2	20.99
932-6172	SUPERLINER I SLEEPER PH3	20.99
932-6173	SUPERLINER I SLEEPER PH4	20.99
932-6180	SUPERLINER I DINER UNDEC.	20.99
932-6181	SUPERLINER I DINER PH2	20.99
932-6182	SUPERLINER I DINER PH3	20.99
932-6183	SUPERLINER I DINER PH4	20.99
932-6190	SUPERLINER I LOUNGE UNDEC.	20.99
932-6191	SUPERLINER I LOUNGE PH2	20.99
932-6192	SUPERLINER I LOUNGE PH3	20.99
932-6193	SUPERLINER I LOUNGE PH4	20.99
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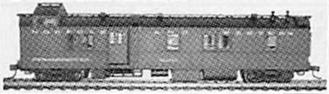

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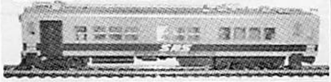

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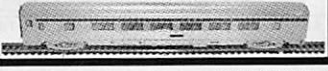

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ASSORTED ROADS

GP-40 HI-NOSE
DCC EQUIPPED $79.99 EA.

NEW HO Scale Atlas #8960 GP-38 $79.99 Ea.

DCC Equipped
ASSORTED ROADS

NEW HO Scale Atlas #9100 GP-38 $79.99 Ea.

NEW HO Scale Atlas #9000 DASH 8-40B
$79.99 EA.
ASSORTED ROADS

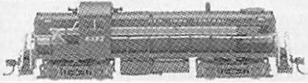
HOT!

ALL DCC READY
NEW #9050 DASH 8-40BW $79.99 EA.
NEW #9050 DASH 8-32BHW $79.99 EA.

HO Scale Atlas #8570 AEM7 ELECTRIC
$79.99 EA.
ASSORTED ROADS

NEW HO Scale Atlas #8770 RS-11
$59.99 EA. ASSORTED ROADS

NEW HO Scale Atlas #8450 RS-3 $59.99 EA.
ASSORTED ROADS



NEW HO Scale Atlas #9200 SD-35/SDP-35
$79.99 EA. ASSORTED ROADS

NEW HO Scale Kato #2700 SD40-2 $89.99 EA.
ASSORTED ROADS

KATO HO DIESELS

2000	KATO RS-2, ASSORTED ROADS	SALE 69.99
2600	KATO RSC-2, ASSORTED ROADS	SALE 69.99
2700	KATO SD40-2 SNOOT ASSTD RDS	NEW 89.99
373000	KATO GP-35s, ASSTD RDS	SALE 79.95
376156	KATO GE C449W, ASSTD RDS	NEW 89.99
376321	KATO SD-40 ASSTD RDS	NEW 89.99

NEW HO Scale Athearn #2600 F59 $42.99 EA.

ASSORTED

HOT!

HO Scale Athearn Genesis #G6110 SD75M
Santa Fe Red/Silver $59.99

BLOW OUT!

Athearn Freight Car and Passenger Car KITS on BLOWOUT!

MRC

HO SCALE MRC
#CB100 F7A or
#CD100 F7B
$49.99 EA.
DCC READY
ASSORTED ROADS

NEW #CF300 FP7
$54.99 EA.
ASSORTED ROADS

MRC-POWER PACKS

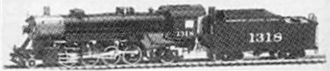
AA070	CAB 55 CAB CONTROL	21.99
AA222	TRAIN POWER 6200	75.99
AA444	CONTROL MASTER 20	129.99
AA210	SOUND MASTER 210	125.99
AA333	SOUND AND POWER 7000	SALE 89.99
AA550	SOUND STATION 312, 18 SOUNDS	NEW 39.99
AB111	TECH 4, 200 Basic Transformer	29.99
AB116	TECH 4, 280 Dual Power	46.99
AB121	TECH 4, 220 w/Momentum	37.99
AB131	TECH 4, 260 w/Momentum	47.99
AB140	TECH 4RAIL POWER 350 PROGRAMMABLE	69.99
AB800	TECH 4 WALKAROUND	21.99
AD090	COMMAND 2000 CONSOLE	SALE 75.00
AD100	COMMAND 2000 W/UP F1 DIESEL	SALE 99.99
AD300	WALKAROUND 200	22.99
AD305	DECODER 305 HO 14 STEP, NO PLUG	11.99
AD310	DECODER 310 HO 28 STEP, W/PLUG	16.99
AD320	DECODER 320 G GAUGE	23.99
AD330	DECODER 330 N GAUGE	25.99
AD335	DECODERS 14 STEP 3 PK, NO PLUG	34.99
AD340	DECODERS 28 STEP 3 PK, W/PLUG	44.99
AD150	PRODIGY DCC SYSTEM	NEW 99.99
AD490	PRODIGY WALKAROUND	NEW 29.99
AD491	PRODIGY DISPATCHER	NEW 29.99
AD501	POWER STATION 8	173.99
AD520	AUTO REVERSE LOOP MODULE	23.99
AF110	TECH 2 RAIL MASTER 2400	SALE 32.99
AF120	TECH 2 LOCOMOTION 1500	SALE 32.99
AF140	TRU SOUND 1440 W/SPEAKER	SALE 36.99
AG950	POWER COMMAND 9500 w/Meters	65.99
CB999	5 POLE SKEWED WOUND MOTOR	10.99
160	N Scale Digital Command w/Decoder	SALE 75.00
200	HO Decoder Equipped Engine Ready-to-Run	47.99

WALTHERS HO BUILDINGS

933-3141	WHEEL LOADER	19.99
933-3142	TEREX TRUCK	19.99
933-3143	BEEF CATTLE	3.99
933-3145	ROTARY DUMPER	31.99
933-3146	LOG UNLOADER	15.99
933-3147	TRESTLE W/DECK BRIDGE 2' GIRDER	23.99
933-3149	BELT CONVEYOR	7.99
933-3150	HEAVY DUTY CRANE	10.99
933-3152	RAILROAD CARFLOAT	31.99
933-3153	RAILROAD TUG BOAT	47.99
933-3155	STREET SYSTEM-STRAIGHT CONCRETE	8.99
933-3156	STREET SYSTEM-STRAIGHT BRICK	8.99
933-3157	ROOF AIR CONDITIONING KIT	9.99
933-3158	ROOF DETAIL KIT-VENTS	9.99
933-3160	CENT MILLS BUILDING BACK	19.99
933-3161	VARIETY PRINTING BUILDING BACK	19.99
933-3162	FRONT END LOADER HOOD	27.99
933-3163	WIND TURBINES	10.99
933-3164	HERITAGE FURNITURE BUILDING	23.99
933-3165	SHOP BUILDING NO. 1	23.99
933-3166	TEAM TRACK SCENE	23.99
933-3167	OIL STORAGE TANK WIDE	23.99
933-3168	OIL STORAGE TANK TALL	23.99
933-3169	TRUCK LOADING RACK	19.99
933-3170	OIL PUMP	19.99
933-3172	ARMSTRONG ELECTRIC MOTORS	25.99
933-3501	VINTAGE GAS DETAIL KIT	16.99
933-3502	MODERN GAS STATION DETAIL KIT	16.99
933-3503	AIR FILTER BID & DUCTWORK	23.99
933-3504	COOLING TOWER	7.99
933-3505	GUARD STATION	23.99
933-3506	INDUSTRIAL SUBSTATION	16.99
933-3507	WOODEN WATER TANKS	7.99
933-3509	BRICK SMOKESTACKS	7.99
933-3510	WALL MOUNT DUST COLLECTOR	7.99
933-3511	TRACK BUMPERS	7.99
933-3512	ENGINE/CAR SHOP DETAIL KIT	15.99
933-3513	FREIGHT TERMINAL DETAIL KIT	15.99
933-3514	TANK DETAIL	8.99
933-3515	CAGED LADDERS	7.99
933-3516	DUMPSTER SET	9.99
933-3517	YARD OFFICE & DETAILS	9.99
933-3518	MODERN CONVEYORS	9.99
933-3519	BULK TRANSFER CONVEYORS	23.99
933-3520	OLD TIME COAL CONVEYOR	7.99
933-3521	WOOD FENCING	7.99
933-3522	BRICK SHEETS-LIGHT RED	7.99
933-3523	BRICK SHEETS-DARK RED	7.99
933-3524	BRICK SHEETS-DARK CREAM	7.99
933-3600	RIVER ROAD MERCANTILE	23.99
933-3601	AUNT LUCY'S HOUSE	23.99
933-3602	WILLOW GLEN BRIDGE	19.99
933-3603	ROCKY POINT LIGHTHOUSE	39.99
933-3604	SMITH'S GENERAL STORE	23.99
933-3605	WALLY'S WAREHOUSE	23.99
933-3606	COTTAGE GROVE CHURCH	23.99
933-3607	COTTAGE GROVE SCHOOL	23.99
933-3608	LAKE FOREST COTTAGE	19.99
933-3701	BACKWOODS CAR SHOP DELUXE	43.99
933-3702	LAKESIDE SHIPPING DELUXE	39.99
933-3703	GLACIER GRAVEL DELUXE LR	47.99
933-3704	GRED X CEMENT DELUXE KIT LR	47.99
933-3705	UNITED PETROLEUM REFINING KIT LR	47.99
933-3706	GOLDENFLAME FUEL CO. DELUXE	55.99
933-3707	TEAM TRACK SCENE DELUXE	39.99
942-472	UNIVERSAL TURNTABLE MOTOR	24.99
948-886	BRIDGE TRACK FOR SWING BRIDGE	15.99

MORE BUILDINGS LISTED ON OTHER PAGE & WEBSITE

NEW HO Scale Athearn ASSORTED ROADS
G9000 USRA 2-8-2 Mikado $89.99 EA.
G9040 USRA 4-6-2 Pacific $89.99 EA.



HO ATLAS NICKEL SILVER TRACK & ACCESSORIES

52	LH REMOTE SWITCH MACHINE	4.50
53	RH REMOTE SWITCH MACHINE	4.50
55	INSULATED RAIL JOINERS (24)	.80
56	SLIDE CONTROL BOX	2.25
65	UNDER TABLE SWITCH MACHINE	4.50
80	47 PC OVER & UNDER PIER SET	8.75
81	3" BRIDGE PIERS (4)	2.25
82	PIER GIRDER	2.00
168	36" SUPERFLEX TRACK (10)	17.50
168	36" SUPERFLEX TRACK (100)	169.95
170	RAIL JOINERS (48)	1.50
171	19 DEGREE CROSSING	4.25
172	25 DEGREE CROSSING	4.25
173	30 DEGREE CROSSING	4.25
174	45 DEGREE CROSSING	4.25
175	60 DEGREE CROSSING	4.25
176	90 DEGREE CROSSING	4.25
177	12 1/2 DEGREE CROSSING	4.50
193	LOCO & TRACK MAINTENANCE LUBE KIT	12.50
200	SNAP RELAY	5.50
205	CONNECTOR	4.50
210	TWIN	4.50
215	SELECTOR	4.50
220	CONTROLLER	4.50
280	WYE MANUAL TURNOUT	6.75
281	#4 LH MARK III TURNOUT	6.75
282	#4 RH MARK III TURNOUT	6.75
283	#6 LH MARK III TURNOUT	6.75
284	#6 RH MARK III TURNOUT	6.75
304	TURNTABLE MOTOR	13.95
305	MANUAL TURNTABLE 21 STALLS	14.95
312	50' FIVE CONDUCTOR RIBBON WIRE	12.95
322	PANEL CONNECTOR	NEW 19.95
330	MASTER DCC COMMANDER	NEW 89.95
331	MASTER DCC HAND COMMAND	NEW 89.95
332	MASTER DCC DUO PACK	NEW 114.95
335	MASTER DCC GENERATOR	NEW 24.95
340	HO DUAL MODE DECODER	NEW 17.95
343	15' CABLE WIRE	NEW 4.95
370	RIGHT TRACK SOFTWARE (3.0)	SALE 9.95
371	CD-ROM	14.95
400	MODELERS SUPER SAW	2.00
709	3-STALL EXPANDABLE ROUND HOUSE	NEW 19.99
821	9" STRAIGHT TRACK	.50
822	6" STRAIGHT TRACK	4/2.00
823	3" STRAIGHT TRACK	4/2.00
831	15" RADIUS TRACK	.50
832	1/2 15 RADIUS TRACK	4/2.00
833	18" RADIUS TRACK	.50
834	1/2 18" RADIUS TRACK	4/2.00
835	1/3 18" RADIUS TRACK	4/2.00
836	22" RADIUS TRACK	.50
839	30 DEGREE SNAP CROSSING	4.25
840	9" STRAIGHT TERMINAL TRACK	2.25
842	TERMINAL JOINERS	1.60
843	DEAD END BUMPERS (2)	1.75
844	9" STRAIGHT RERAILER (3)	3.50
845	18" RADIUS CURVE TERMINAL	2.25
847	TRACK ASSORTMENT	2.25
849	9" DEAD END UNCOUPLER	2.25
850	LH REMOTE SNAP SWITCHES	9.75
851	RH REMOTE SNAP SWITCHES	9.75
860	LH SNAP SWITCHES MANUAL	5.95
861	RH SNAP SWITCHES MANUAL	5.95
883	WARREN TRUSS BRIDGE	3.50
884	DECK TRUSS BRIDGE	3.50
885	PLATE GIRDER BRIDGE	3.50
886	PONY TRUSS BRIDGE	8.25
887	CURVED CHORD BRIDGE	13.50
2175	XURON RAIL NIPPER	9.95
2540	TRACK NAILS (2oz)	2.25
6000	TORTOISE MACHINES	1/10.95 6PK./64.95 12PK./119.95

105 MP NICKEL SILVER 3' TRACK CASE qty 100/$99.99

CORK ROAD BED 3' LENGTHS

4321	N Gauge	10 pcs. $5.95	25 pcs Case 10.95
101	HO Gauge	5 pcs. $4.95	25 pcs Case 15.95

HO ATLAS FREIGHT TRUCKS & METAL WHEELS

170000	100TON ROLLER BEARING FRT. TRKS	PR. 3.25
180000	70TON ROLLER BEARING FRT. TRKS	PR. 3.25
185000	55TON FRICTION BEARING FRT. TRKS	PR. 3.25
190000	BARBER-BETTENDORF ROLLER BEARING FRT.	PR. 3.25
195000	100TON FRICTION BEARING FRT. TRKS	PR. 3.25

KADEE® HO COUPLERS

4, 5 @ $2.19 EA	10 Pack 16.99
6, 7, 8, 9, 58 @ $2.19 EA	10 Pack 19.99
16, 21, 22, 23, 24, 25, 26, 27, 28, 29 COUPLERS	ea 2.75
31, 32, 33, 34, 35, 36, 37, 38, 39 COUPLERS	ea 2.75
41, 42, 43, 44, 45, 46, 47, 49 COUPLERS	ea 2.25
11 METAL COUPLERS (20 pairs) #5's	15.99
13 TEST KIT SAMPLER	16.99
237 TRIP PIN PLIERS	ea 8.95
505, 506, 507, 508 BOLSTERS	ea 2.75
307 UNCOUPLER THRU RACK DELAYED	ea 5.65
308 UNCOUPLER ONE DELAYED	ea 2.70
205 COUPLER HEIGHT GAGE	ea 2.85
231 GREASEM LUBE	ea 1.50
235 SPRING PICK	ea 1.50
236 SPEEDIE DRIVER CLEANER	ea 6.25
312 UNCOUPLER TWO NON DELAYED	ea 3.45
321 UNCOUPLER TWO DELAYED	ea 2.89
334 UNCOUPLER GLUIN JIG	ea 1.85
520, 523, 524 33" FRT WHEELS (12)	4.99
521, 522 36" PASS. WHEELS (12)	5.99
502, 503, 510, 512 TRUCKS w/coupler (1 pr.)	ea 5.99
1-50 MC HENRY COUPLERS (PACK OF 50)	15.99
5-50 MC HENRY COIL SPRUNG COUPLERS (50)	19.99

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15% Restocking Fee on Returns
Prices Subject to Change Without Notice. *02/02F*

PROTO 2000

NEW PROTO 2000 #30140 SD-7

ASSORTED ROADS

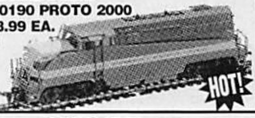
SALE

$49.99 Ea.

THEY'RRRRRE BACK!

NEW! 30190 PROTO 2000 BL-2 $48.99 EA.

ASSORTED ROADS



PROTO 2000

HERITAGE STEAM COLLECTOR SERIES

#23331 2-8-8-2 STEAM LOCO $269.95

#23337 2-8-8-2 STEAM LOCO CALL

#23302 0-8-0 2ND RELEASE $159.99

#30211 0-6-0 1ST RELEASE $159.99

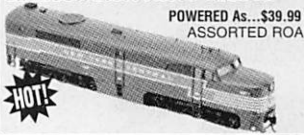
23480 PROTO 2000 SD-60 $54.95 EA.

ASSORTED ROADS

BLOWOUT! 21611 PROTO ALCO PA

POWERED As...$39.99 ea.

ASSORTED ROADS



21611 PROTO ALCO PB

DUMMY Bs...$24.95 ea. ASSORTED ROADS

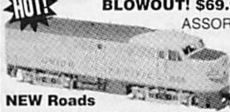
NEW #23437 Proto 2000 FA1/FB1

BLOWOUT! $69.99 EA. SET

ASSORTED ROADS

Both Units Powered

(B Unit not shown)

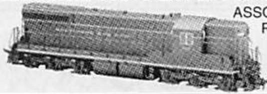


NEW Roads

#30201 FA2/FB2 $94.95 EA. SET

NEW #30032 PROTO 2000 SD-9 $54.95 EA.

ASSORTED ROADS



23001 PROTO GP-7 Phase II Asst Rds $49.99 Ea.

23550 PROTO GP-7 Phase I or II Asst Rds $59.99 Ea.

CLOSEOUT ROAD

$34.95 Ea. FEC

NEW! 23719 S-1 ALCO

ASSORTED ROADS **$59.99 Ea.**

8005 PROTO GP-20

ASSORTED ROADS

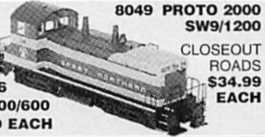
BLOWOUT!

$39.99 Ea.

8049 PROTO 2000 SW9/1200

CLOSEOUT ROADS

$34.99 EACH

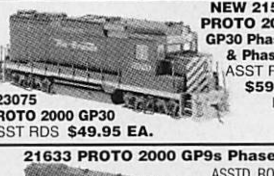


NEW #30056 SW8/900/600 $59.99 EACH

NEW 21508 PROTO 2000 GP30 Phase I & Phase II

ASST RDS

$59.99 EA.



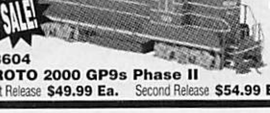
#23075 PROTO 2000 GP30

ASST RDS **$49.95 EA.**

21633 PROTO 2000 GP9s Phase III

ASSTD. ROADS

$39.99 Ea.



23604 PROTO 2000 GP9s Phase II

First Release **$49.99 Ea.** Second Release **$54.99 Ea.**

LIFE LIKE

PROTO 2000 23179 E6

AB COMBO **$59.99 Ea.**

SUPER SALE

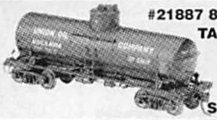
E6A $39.99 Ea.

E6 B $24.99 Ea.

#21887 8,000 GALLON TANK CAR R-T-R

APCO, Harbour, Kanotax

SALE 6/$49.95



10,000 GALLON TANK CAR

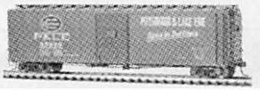
#23131 KITS **$8.50 Ea. 2 pk./$16.99**

#21572 50' SINGLE DOOR BOX CAR

KITS

SALE

$7.75



#23378 COVERED HOPPER R-T-R **$14.50 Ea.**

CONTINENTAL

#21850

KITS

$5.50 Ea.

2 pk./10.99

NEW! #30100 KITS **$8.99 Ea. 2 pk./17.99**

PROTO 2000 FREIGHT CAR KITS

		2/PK	EA.
21572	50' SINGLE DOOR BOXCAR		7.75
21850	COVERED HOPPER	10.99	5.50
23131	10,000 GALLON TANKCAR	16.99	8.50
23628	52' MILL GONDOLA	17.95	8.99
23799	50TON WARTIME COMPOSITE HOPPER	17.99	8.99
30100	COVERED HOPPER	17.99	8.99
30301	50' END DOOR BOXCAR	19.95	9.99
30345	50' NO END DOOR BOXCAR	19.95	9.99
30601	50TON FLATCAR		8.99

PROTO 2000 FREIGHT CARS R-T-R

8502	CUPOLA CABOOSE	EA.	17.99
21178	50' DOUBLE AUTO BOXCAR	6/PK.	49.95
21241	52' DROP END GONDOLA	6/PK.	59.95
21449	52' MILL GONDOLA	EA.	14.50
21887	8,000 GALLON TANKCAR	6/PK.	49.95
23378	COVERED HOPPER	EA.	14.50
23818	50 TON WARTIME COMPOSITE HOPPER	EA.	14.99
30325	END DOOR BOXCAR	EA.	16.95
30365	50' DOUBLE DOOR BOXCAR	EA.	16.95

#21241 52' DROP END GONDOLA

R-T-R ASSORTED ROADS **SALE 6/$59.95 Ea.**

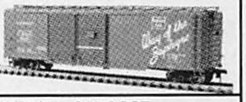
#21178 50' DOUBLE AUTO BOX CAR

R-T-R

ASSTD RDS

SALE

6/$49.95 Ea.



NEW #8502 CUPOLA CABOOSE

R-T-R

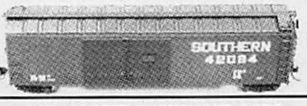
ASSTD.ROADS

$17.99 EA.

94033
READING

NEW #30365 50' DOUBLE DOOR BOXCAR

R-T-R ASSTD.ROADS **$16.95 EA.**



#8077 LIGHTED PASSENGER CARS

B&O, SF, AMTRAK **$8.99 Ea.**

VISTA DOME/DINER/COACH/FULL DOME/OBSERVATION

#8057 SANTA FE COACH SALE $5.99 Ea.

#8078 AMTRAK FULL DOME SALE $5.99 Ea.

PROTO 2000 ACCESSORIES

21096	COUPLERS (10 PRS.)	5.99
21251	50TON SPRING PLANKLESS TRUCKS W/33' RIBBED BACK WHEEL SETS (2)	2.95
21253	50TON SPRING PLANKLESS TRUCKS W/33' FLAT BACK WHEEL SETS (2)	2.95
21254	NATNL B-1 TRKS W/33' RIBBED BK WHL SETS (2)	2.95
21255	NATNL B-1 TRKS W/33' FLAT BK WHL SETS (2)	2.95
21256	BARBER S-2 100TON TRKS W/33' WHL SETS (2)	2.95
21257	36' WHEELS SETS (12)	3.99
21258	33' FLAT BACK WHEELS SETS (12)	3.99
21259	33' RIBBED BACK WHEEL SETS (12)	3.99

PROTO 1000

NEW #23887 Proto 1000

Faribanks Morse Erie Built

A&B Powered ASSORTED ROADS **$74.99 Ea.**

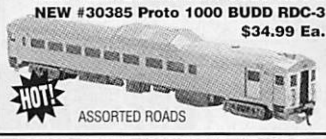
A Powered

ASSORTED ROADS **$39.99 Ea.**

NEW #23972 Proto 1000 BUDD RDC-2

NEW #30385 Proto 1000 BUDD RDC-3

$34.99 Ea.



ASSORTED ROADS

#23787 PROTO 1000 F3A+B $54.95 Ea.

Both Units Powered

BURLINGTON

BLOWOUT!

#8157 F3A $24.95 Ea.

#8157 F3B $19.99 Ea. No Matched Sets

#23984 Proto 1000 C-LINER A-UNIT

#30001 Proto 1000 C-LINER B-UNIT

$39.99 Ea.

#30050

C-LINER A/B-UNIT $79.98

#23930 PROTO 1000 100 TON HOPPER

R-T-R

Metal Wheels

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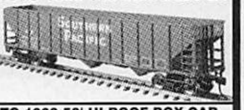

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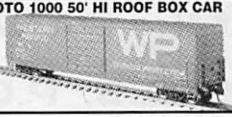

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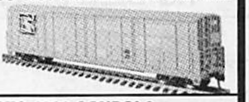

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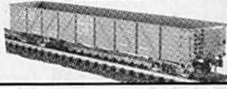

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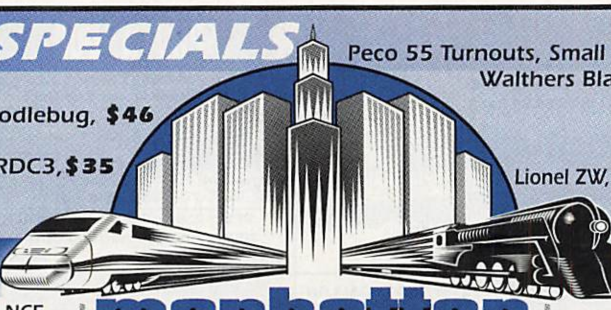

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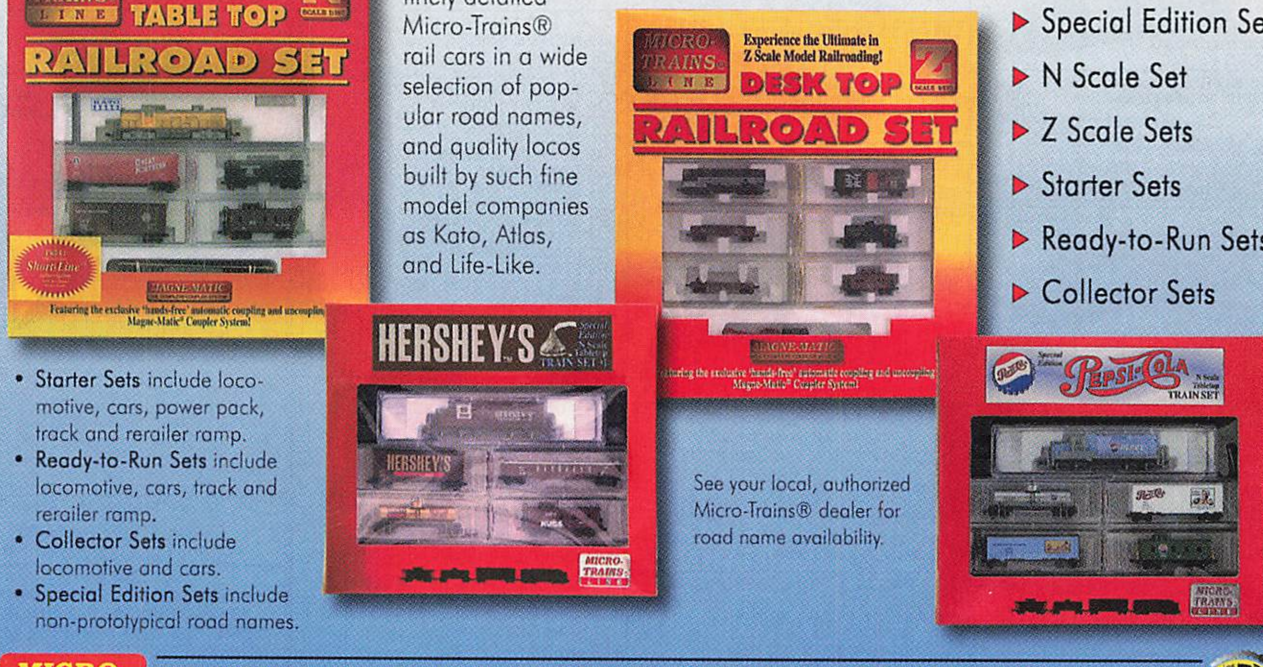
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Back to Basics

By Jeff Wilson

Painting and weathering track

123-D
Burlington Route

PHOTOS BY JEFF WILSON

With a few simple techniques and some paint, you can turn shiny nickel-silver track into a near replica of the real thing.

Often we pay so much attention to painting and weathering locomotives and freight cars that we forget the track they run on is worthy of similar attention.

Today's ready-to-use track generally has fine detail, including close-to-scale tie plates and spike heads, accurate rail profile, and wood grain molded into the plastic ties. However, the bright nickel-silver rail and shiny plastic ties detract from the appearance. A little time and paint can easily take care of this.

You can take painting track to as high a degree of detail as you want. Simply painting the ties and rail a uniform shade of flat brown is an improvement. You can go on to paint and weather the rail, individual ties, and even spikes and tie plates.

Preparation

You can paint track before or after it's installed on a layout. The advantages of prepainting track are that you can do it in a spray booth or outdoors without worrying about paint fumes or getting stray paint on your layout or scenery.

One disadvantage of prepainting flextrack is that the plastic spike heads mask the rail, and as you bend the track some of the spikes move, revealing shiny areas that were shielded from the paint. See fig. 1. Simply touch up these areas with a brush.

Painting track after it's laid lets you get it working properly, with all feeder wires and gaps in place, before painting. If you do this, paint the track before adding scenery. Should you have to paint track in a scenicked area, use masking tape and paper to protect the scenery from overspray.

A disadvantage of painting track in place is that it can be awkward to get an airbrush into tight areas. Using solvent-based paint or spray cans is also a hazard in an enclosed room.

Track appearance is important, but not as vital as locomotive electrical contact. For good contact it's important to ensure that you can easily remove paint from the railheads.

One way to do this is by applying a light coat of oil to the railheads before painting. Once the rail is painted a Bright Boy or similar track cleaner will easily remove the paint. Figure 2 shows how to apply the oil with a cloth. It doesn't take much – just wrap a corner of a rag around a fingertip and rub the cloth along the railhead, taking care not to get oil on the ties or sides of the rails.

Turnouts require special care to avoid gumming up the moving parts with paint. Before painting, mask along the points and throw bar as shown in fig. 3. Brush-paint these areas later.

You'll also have to clean paint from the rail before soldering feeder wires and from the rail ends before adding rail joiners.

Consider the colors you want to use. Wood ties on a heavily used main line are replaced often, thus are usually black

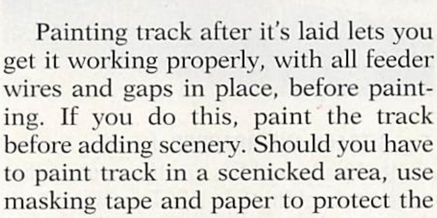

Fig. 1 SPIKE MASKS. When prepainting flextrack the spikes sometimes move, revealing unpainted rail. Touch these up with a brush.

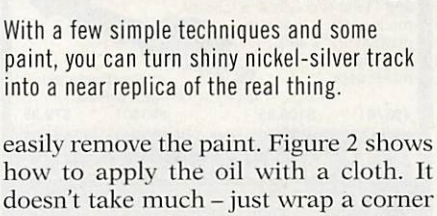

Fig. 2 OILING RAILHEAD. Applying a light coat of oil with a piece of soft cloth makes it easier to remove the paint later.

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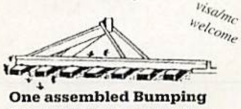

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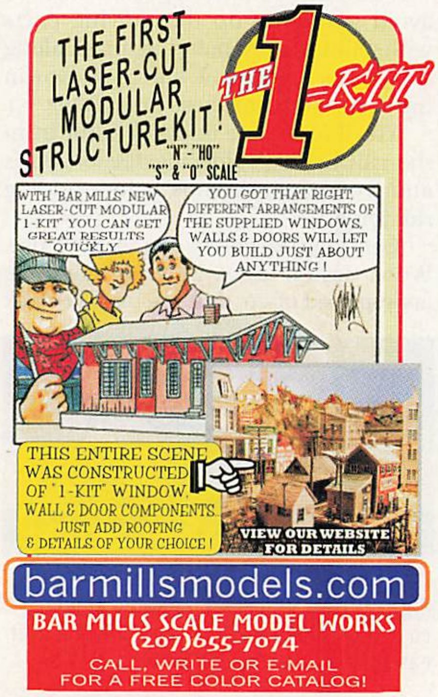

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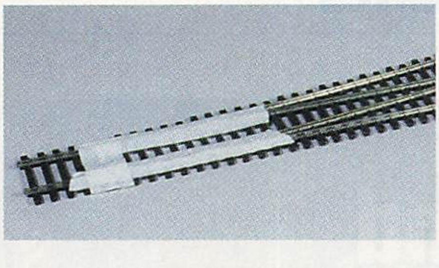

Fig. 3 TURNOUTS. You can airbrush turnouts as you do flextrack, but mask the points and throw bar and paint these areas by hand.

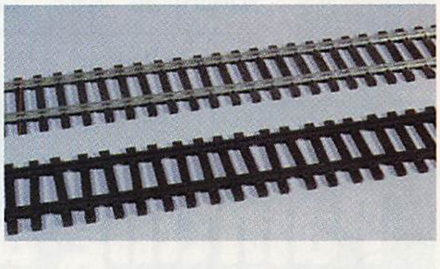

Fig. 4 COMPARISON. Simply painting flextrack a uniform shade of brown is an improvement compared to unpainted flextrack.

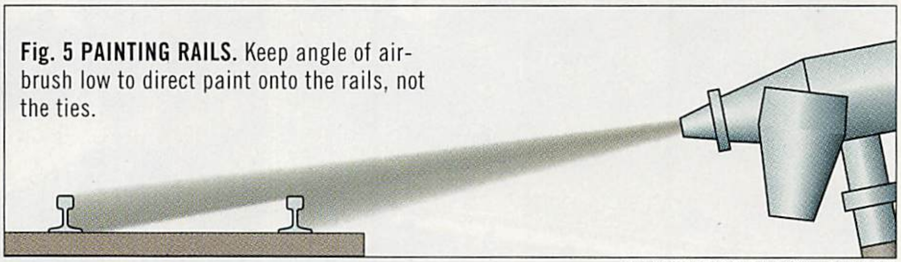

Fig. 5 PAINTING RAILS. Keep angle of airbrush low to direct paint onto the rails, not the ties.

ILLUSTRATION BY RICK JOHNSON

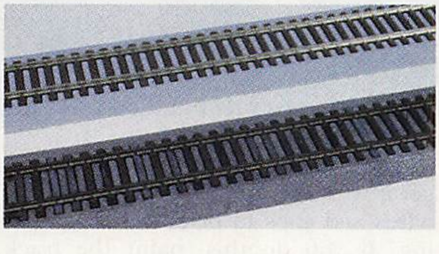

Fig. 6 TRACK AND ROADBED. Painting the roadbed, rails, and ties greatly improved the appearance of this Life-Like True-Track.

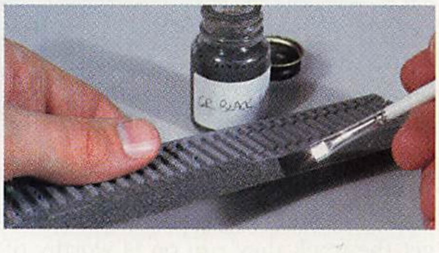

Fig. 7 PAINTING ROADBED. Give the roadbed a wash of Grimy Black or any medium gray to black color to cover the plastic appearance.

or dark brown and are uniformly spaced. Spurs and lightly traveled branch lines often have older ties that have weathered to medium or light gray, with much more variation in color and spacing.

Rail can be found in many shades of dark brown and dark rust while spurs, sidings, and branch lines sometimes have a brighter rust color.

Painting

Start by painting the ties and rail a dark brown color. If you have an airbrush you can use any flat dark brown, such as Polly Scale Railroad Tie Brown, Roof Brown, or Rail Brown, or mixtures of all.

Spray cans also do the job in short order. For the samples shown here I used Krylon spray paints including nos. 8142 Brown, 8147 Medium Brown, and 1317 Ruddy Brown Primer.

Cover the ties and rails from all angles, making sure the paint coats the sides of the rails. Figure 4 shows a strip of flextrack after painting.

The next step is to highlight the rails with streaks of lighter colors. An airbrush is handy for finer control, but you can use spray cans if you're careful. Aim directly from the sides, just hitting the outside of the rail nearest you and the inside of the far rail. You can also do this step with a brush, but it will take a bit of time. See fig. 5. Don't worry if a little paint gets on the ties.

Combination track and roadbed

As fig. 6 shows, painting greatly improves the appearance of combination track and roadbed. Start by separating the track and roadbed if possible, then paint the track in the normal way.

Figure 7 shows how I gave the roadbed a wash of Polly Scale Grimy Black (one part paint, ten parts Polly S Airbrush Thinner). You can use other colors as well. Once they're dry, press the pieces back together.

If you're working with track that can't be separated, brush-paint the rails, give the roadbed a wash, and paint the ties individually.

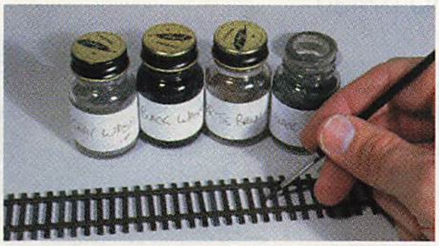

Fig. 8 **TIES.** Give individual ties washes of black, gray, grimy black, and brown. The grayer a tie is, generally the older it is.

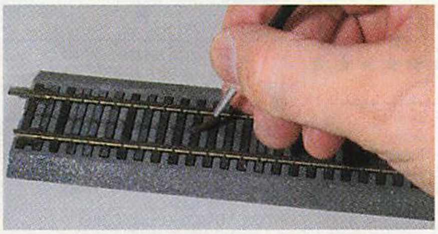

Fig. 9 **OILY STREAK.** Drag a brush of Oily Black paint down the middle of the track to simulate grease and oil drippings.

Weathering

You can stop at this point and have nice-looking track, but for a truly outstanding appearance you'll need to break out a fine brush and highlight the details.

Paint individual ties with washes of grays, browns, and blacks for a varied appearance. See fig. 8. These highlights should be subtle on mainline track, with more variations on lightly used track. I keep four mixes handy: black, grimy black, gray, and Railroad Tie Brown. Go ahead and dip your brush in more than one mix to create varied effects.

Well-used track often has a blackish streak down the middle created by grease and oil dripping from locomotives and cars. Re-create this effect with Polly Scale Oily Black paint as fig. 9 shows.

If you really want to take your track to another level, get out a fine-point brush and some rust-colored paint and highlight the tie plates and spike heads. Although this often isn't practical for an entire layout, it adds fine detail to foreground scenes.

When you're finished, use an abrasive track cleaner to gently polish the railheads, and you're ready for trains.

None of these techniques are difficult, and a bit of time and paint are all it takes to turn ordinary track into a worthy stage for your detailed locomotives and cars. ♁

Jeff Wilson is a former associate editor for MODEL RAILROADER.

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8117	Train Set *ELEKTRA*	198,00
8131	Set *ALLGÄU ZOLLERN*	179,00
8138	Train Set *KPEV*	139,00
8141	Train Set *VW - Logistic*	159,00
8770	KING LUDWIG car Set	549,00
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55031.1	Stemloc c. 91 from Set, Digital	299,00
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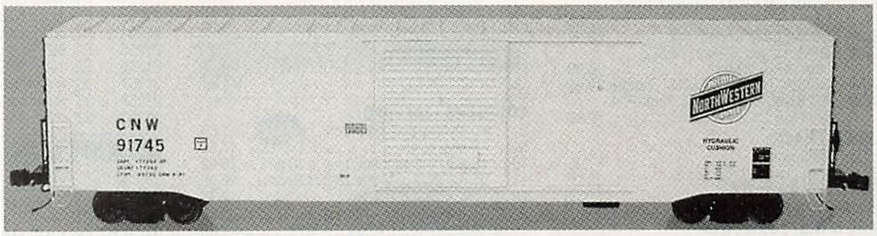

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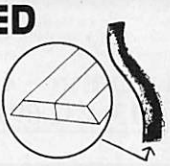

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ATLAS HO

MFG ID: A09

8700W	**S-2** ***(2/02):*** Undec, Amtr, ACL, CN, GN, L&NE	55.99
8750W	**S-4** ***(2/02):*** Undec, CV, Milw	55.99
9200W	**SD35, LN** ***(2/02)*:** Undec, CSX, Penn, SP, WM	89.99
9260W	**SD35, HN** ***(2/02)*:** Undec, N&W, So,	89.99
9280W	**SD35** ***(2/02)*:** Undec, SAL, UP	89.99
8423W	**GP-7:** Undec, Chess, CB&Q, Lack, MKT, Waba	56.99
9050W	**840BW:** Undec, SF, BNSF, Amtrak	79.99
9070W	**832BHW:** Undec, Amtr, Amtr-Ph4, Amtr-CA	79.99

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168	N.S. (min. ord.–10 pcs.)	1.75
168BX	N.S. Box of 100*	169.99

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MARK 3 N.S. TURNOUTS:

280	No. 4 Wye	6.29
281	No. 4 LH	6.29
282	No. 4 RH	6.29
283	No. 6 LH	6.29
284	No. 6 RH	6.29

N.S. TRACKAGE & ACCESSORIES:

176	90° crossing	4.79
821	9" straight, 6/pkg.	2.89
822	6" straight, 4/pkg.	1.79
823	3" straight, 4/pkg.	1.79
831	15"R curve, 6/pkg.	2.89
833	18"R curve, 6/pkg.	2.89
835	1/3-18"R curve, 4/pkg.	1.79
836	22"R curve, 6/pkg.	2.89
840	Str. terminal (9")	2.39
843	Bumper, 2/pkg.	1.99
844	Rerailer, 3/pkg.	3.99
845	Curv. (18"R) terminal	2.69
847	Track asst.	2.49
850	Remote switch-LH	8.99
851	Remote switch-RH	8.99
52	Switch machine-LH	4.69
53	Switch machine-RH	4.69

TRACK ACCESSORIES:

55	Plastic rail joiner, 24/pkg.	1.00
56	Control box	2.19
65	Under table sw. mach. (for L or R)	4.39
170	N.S. rail joiners, 48/pkg.	1.75
842	Terminal joiner, pr.	1.79
883	Warren truss bridge w/N.S. rail	3.99
884	Deck truss bridge w/N.S. rail	3.99
885	Plate girder bridge w/N.S. rail	3.99
886	Pony truss bridge w/N.S. rail	8.99
887	Chord bridge w/N.S. rail	14.69
200	Snap relay	5.99
205	Connector	4.99
215	Selector	4.99
220	Controller	5.29
304	Motor kit for turntable	15.59
305	9" turntable (man.) w/N.S. rail	15.59

CODE 83 (NS W/BROWN TIES):

500	3' flex-10pc. min.	2.19
500BX	3' flex, box of 100*	213.99
505	#6 turnout-LH	7.39
506	#6 turnout-RH	7.39
561	#4 turnout-LH	6.99
562	#4 turnout-RH	6.99
520	9" straight, 6/pkg.	2.89
532	18"R curve, 6/pkg.	2.89
535	22"R curve, 6/pkg.	2.89
540	Remote switch-LH	8.99
541	Remote switch-RH	8.99
551	Joiner C100 to 83, 12/pkg.	1.89
552	Plastic rail joiner, 24/pkg.	1.09
553	Terminal joiner, pr.	1.95

CABOOSE INDUSTRIES HO

MFG ID: C02

RIGID:

101	Ground throw :	2.23
105	Short pt. ground throw	2.32
107	Long. pt. grnd. thrw.-Atlas T.O.'s	2.37

SPRUNG:

202	Ground throw	1.95
204	Switch stand	4.67
206	Short pt. ground throw	2.44

CABOOSE INDUSTRIES (C02), CONTD.

208	Long pt. grnd. thrw.-Atlas T.O.'s	2.09
210	Ground throw w/moving target	3.27
218	Ground throw HO & N	2.18
220	Ground throw w/cont. & adptr.	3.90

KADEE® HO

MFG ID: K02

COUPLERS (2pr./pkg):

5	#5 style w/draft gear box SALE	1.59
50	12 pkg. of #5	17.50
10	#5 w/o draft gear box, pkg. of 10 pr.	8.99
11	#5 w/o draft gear box, pkg. of 20 pr.	16.99
26, 27, 28	w/Delrin shanks	2.79
21, 22, 23, 24, 25, 29	– each style	2.69
31,32,33,34,35,36,37,38,39	–ea. style	2.69
711	Old time style	2.15

ACCESSORIES & TRUCKS:

308	Super magnet	2.75
321	Delayed uncoupler, pkg. of 2	2.95
520	Freight wheels, pkg. of 12 pr.	4.39
521	Pass. car wheels, pkg. of 12 pr.	5.39

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ATHEARN HO

MFG ID: A08

G9010W	**2-8-2 Genesis:** Undec (RP or FP), CN, C&O, GT, Me. Cent., PM, SAL, So., GTW, CGW, C&EI, Monon	99.99
2600W	F59PH1	39.99
3151W	GP-9	21.99
3201W	F-7A	21.99
4001W	SW-7	19.99
4200W	GP-35	21.99
6300W	SD40-2 (wire grill)	33.99
6400W	SD40-2 (corr. grill)	33.99
6500W	SD40-2 (post 1980)	33.99

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KATO HO

MFG ID: K05

37290W	**SD40-2, SN:** BNSF, BC, SF	81.97
37-3000W	**GP-35:** SP	78.99
37-6310	Undec, C44-9W	76.77
37-632W	**SD-40:** AC, Conrail, I&MRL, SF, WC, UP, CP, GM&O	79.97

LIFE LIKE HO

MFG ID: L04

PROTO 2000 SERIES:

21349W	**S1 (12/01):** SF, B&M, C&NW, EL, NYNH&N, Penn, Read, So, WP	64.99
21508W	**GP30:** SF, B&O, BN, CB&Q, EMD, KCS, L&N, Undec	55.99
23550W	**GP7:** SF, C&O, CB&Q, MP, Penn, So, Undec.	55.99
23576W	**GP-7** ***(2/02)*:** C&NW, RI, D&RG, GN, MC, NYC, NKP, NP, Read, Undec.	65.99
23601W	**GP-9:** SF, SP, B&O, N&W, UP,	49.97
23695W	**GP-9, Ph2:** SF, B&O, CRI&P, Milw, Penn, SP, WM, WP, Undec	56.99
23719W	**S1:** So, B&O, GM&O, L&N, MC, MP, NYC, SP, Undec	62.99
30140W	**SD7:** B&O, CB&Q, D&RG, SP, Milw, UP, Undec	55.99

PROTO 1000 SERIES:

23787W	**F3-A/B:** SF, C&NW, CB&Q, LV, Penn, UP	59.99
23972W	**RDC:** B&O, B&M, Amtr, NH, NP, WP	35.99
30050W	**C-Liner A/B:** Milw, NYC, Penn	89.99

FM "Erie" Built:

23887W	**A/B Set:** SF, Milw, NYC, Penn, UP, KCS	73.99
23888W	**"A" Unit:** SF, C&NW, Milw, NYC, Penn, UP, KCS	38.99

LIFE LIKE (L04), CONTD.

FREIGHT TRUCKS (PKGS. OF 2):

21251	Plankless 50T/rib back wheels	3.09
21253	Plankless 50T/flat back wheels	3.09
21254	B1, 50T/rib back wheels	3.09
21255	B1, 50T/flat back wheels	3.09
21256	S2, 100T, 36" barber	3.09
21257	36" wheel sets, pkg. of 12	4.29
21258	33" wheel sets, flat back, pkg./12	4.29
21259	33" wheel sets, rib back, pkg. of 12	4.29

MANTUA HO

MFG ID: M03

304-522	NYC 0-6-0 w/tender	68.99
323-534	CNJ 4-6-2 Camelback	99.99
348-020	Penn 2-8-2 Mikado	128.99
348-023	C&O 2-8-2 Mikado	128.99
348-025	B&O 2-8-2 mikado	128.99
349-503	UP 4-6-2 w/smk	122.99

DIESELS:

423W	**F7A:** UP, SP, LV, Read, Penn	21.99

PECO HO

MFG ID: P04

TRACK (C-100) & ACCESS:

100P	36" flex (min ord 5 pcs)	3.29
100BX	36" flex box of 25	74.99
86	#6 curved turnout RH - insulfrog	12.59
87	#6 curved turnout LH - insulfrog	12.59
88	#6 turnout RH (lg) - insulfrog	11.89
89	#6 turnout LH (lg) - insulfrog	11.89
91	#4 turnout RH (sm) - insulfrog	9.99
92	#4 turnout LH (sm) - insulfrog	9.99
95	#5 turnout RH (med) - insulfrog	10.39
96	#5 turnout LH (med) - insulfrog	10.39
97	#3 wye turnout - insulfrog	9.79
98	#5 wye turnout - insulfrog	10.99
99	#6 3-way - insulfrog	25.89
10	N.S. rail joiners (pkg of 24)	2.59
11	Insul. rail joiners (pkg of 12)	2.59
PL10	Switch machine (for HO,N&O)	5.49
PL12	Adapt base for above tble mnt	2.69
PL13	Accs switch for fitng to sw mtr	2.99
PL15	Microswitch for the PL-10	8.99

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SHINOHARA HO

MFG ID: S03

CODE 100 TRACK & ACCESS.:

101	#4 Left Turnout	12.89
102	#4 Right Turnout	12.89
103	#6 Left Turnout	12.89
104	#6 Right Turnout	12.89
105	#8 Left Turnout	14.89
106	#8 Right Turnout	14.89
107	#4 Wye Turnout	14.89
141	Rail Joiners (50)	5.99
126	#6 Curved (24"-20") #left	19.89
127	#6 Curved (24"-20") #right	19.89
128	#8 Curved (36"-32") #left	24.89
129	#8 Curved (36"-32") #right	24.89
118	#6 Wye	14.99
191	#5 Left Turnout	13.99
192	#5 Right Turnout	13.99
108	#6 Three Way	29.99
109	#6 Single Crossover-left	26.99
110	#6 Single Cross.-right	26.99
111	#4 Double Crossover	39.99
112	#6 Double Crossover	39.99
114	#6 Double Slip	41.99
115	Flex Trk (1M)—min. ord. 10 pcs.	5.99

NARROW GAUGE—CODE 70 (HON3) N.S.:

401	#4 LH	12.99
402	#4 RH	12.99
403	#6 LH	12.99
404	#6 RH	12.99
415	Flex Track—IM (Min. order 10 pcs)	6.59

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Undec, Erie, C&NW, MP, WP

AMI

MFG ID: A06

25	"N" gauge roadbed–30'/roll	13.99
30	"HO" gauge roadbed–30'/roll	14.99
130	"HO" gray roadbed–30'/roll	16.49
45	"O" gauge roadbed–30'/roll	19.99

STEWART HOBBIES HO

MFG ID: S04

4200W	**AS-16:** Undec, WM, Read, Erie, B&O	69.99
4700W	**VO1000:** Undec, CB&Q, NP, UP, Seab, Fris	69.99
4728W	**VO1000:** MP, Penn, SF, B&O, CB&Q, UP, Frisco, Seab.	69.99
5018W	**FT-A/B:** D&RG, LV, So, GN, CB, SF, B&M, Burl, WP, Erie, B&O	108.99
6200W	**C628:** Undec, Penn, LV-SB, PC, Demo, L&N, D&H, ACL, Mono, SP, Conrail, SCL	82.99
6300W	**C630:** Undec (sngl or dual), Penn, SP, PC, L&N, Conrail, ACL UP, SCL	82.99

F-3 (A-POW/B-DUM):

5100W	**Ph1, 1 hdlt:** GM&O	89.99
5300W	**Ph2L, 1 hdlt:** NYO&W, Me. Cent.	89.99
5500W	**Ph4, 1 hdlt:** Clinfld	89.99
5501W	**Ph4, 2 hdlt:** CB&Q, Milw, CGW, Soo	89.99

F-7 (A-POW/B-DUM):

5600W	**Ph1E:** Penn, CN, B&O, LV, Read, WP, RI, MP, SP, Amtr., L&N, C&NW, Waba	89.99
5700W	**Ph1L:** Clnfld., C&O, SP, CB, MKT	89.99
5800W	**Ph2:** PC, WM, NYC, C&O, Penn, B&LE	89.99

F-9 (A-POW/B-DUM):

5900W	**1 hdlt:** SF.	89.99
5901W	**2 hdlt:** BN, D&RG, NP (frt or pass), Milw, UP	89.99

More locos, phases & variations – See our catalog.

BACHMANN HO

MFG ID: B01

STEAM LOCOS:

11301W	SP-Dylt 4-8-4, #4449 or #4446	59.99
11305W	NYC 4-8-4 Niagra, #6005 or #5016	59.99
11322W	SP 4-8-4 GS4, #4446 or #4454	59.99
11410W	**2-8-0:** Undec, UP, So, WM, B&M, NKP, WP, Clin, NC&SL, MC, NYNH&H, MP, SF, RI	69.99
	Demo **EXTRA SPECIAL**	57.99
50440	Smokey Mtn. Exp.	29.99
506W	**0-6-0:** SF or Penn	29.99
515W	**2-6-2 Prairie:** UP or NYC	39.99
81600W	**4-8-2:** UP, MP, SP, Undec, So, NC&SL, NYNH&H, L&N, NYO&W, Fris	98.99
81800W	**0-6-0:** Undec, Penn, SF, UP, So	46.99
81901W	**3-Trk Shay, WC:** Undec, G&ER, ETLC	128.99
81902W	**3-Trk Shay, SC:** Undec, Weyerh, CSR	128.99
18332	Log car w/logs	19.99

DIESEL LOCOS:

605W	**Cable Car:** Hyde or Mason	22.79
612W	**GP-50:** So, NS	15.59
11501W	**GP-35:** Undec, SF, Penn, CP	30.97
11601W	**SD-45:** Undec., SP, UP, Penn	34.97
62048	China DF11, #0001	68.99
81401W	**Doodlebug:** Undec, SF(WB), Burl, NYC	35.97
81949	Amtrak "Acela" (pow/dum set)	74.99
85001W	**GE8-40C:** Undec, CSX, C&NW	35.97
86001W	**GE8-40CW:** Undec, SF, C&NW	35.97
87001	Undec, F40PH	29.97

COMPLETE SETS W/E-Z TRACK:

1202	Acela	169.99

MODEL DIE CASTING HO

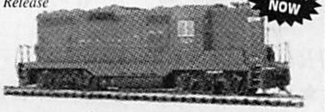
MFG ID: M11

200W	**2-Truck Shay R-T-R:** Undec, D&RGW, WL, ERC&L, ET	95.99
210	Undec, 3-trk. shay R-T-R	99.99
220W	**HON3 Shay R-T-R:** Undec,D&RGW	95.99

LIFE LIKE GP-7 HO

Feb '02 Release

ORDER NOW



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MODEL DIE CASTING (M11), CONTD.

270W	**2-8-0 RTR:** Undec, SP, SF, Penn, UP, D&RGW, M&P	89.99
290W	**2-6-0 Mogul:** Undec, D&RGW, V&T, SP, NYC&HR, ORR, H&SJ	89.99
2770	Undec Climax	18.99

SETS AND ASSORTMENTS:

600	Cov. hopper, 34', 6 names, 12#'s	77.99
604	54' cov. hopper, 4 names, 12#'s	81.99
606	KCS 50' box car, 4 types, 12#'s	71.99
608	40' box car, 6 roads, 12#'s	77.99
610	50' mill gondola, 4 roads, 12#'s	58.99
978	GN reefer, 6 schms, 12#'s	79.99
984	2-bay hopper, 3 roads, 12#'s	72.99
986	CSX "Fallen Flags" frt. cars, 12#'s	57.99
992	Flat cars, 4 roads, 12#'s	116.99
994	C&NW frt. cars, set of 16	75.99

WALTHERS HO

MFG ID: W01

CODE 83 TRACKAGE:

815	Flex 1 Meter (39"), min. ord. 6 sect.	5.25
886	Bridge track (19") w/grd rail	15.99

Turnouts:

801	#4, LH	10.39
802	#4, RH	10.39
803	#6, LH	10.39
804	#6, RH	10.39
805	#8, LH	11.89
806	#8, RH	11.89
807	#4, Wye	10.39
884	#10 LH	18.79
885	#10 RH	18.79
890	#2-1/2, Wye	10.39
893	#3, Wye	10.39
891	#5, LH	10.39
892	#5, RH	10.39

Curved Turnouts:

826	#6-1/2, LH (20" & 24"R)	18.79
827	#6-1/2, RH (20" & 24"R)	18.79
828	#8, LH (32" & 36"R)	18.79
829	#8, RH (32" & 36"R)	18.79
888	#7-1/2, LH (28" & 32"R)	20.25
889	#7-1/2, RH (28" & 32"R)	20.25
894	#7, LH (24" & 28"R)	19.59
895	#7, RH (24" & 28"R)	19.59

Specialty Turnouts:

808	#6, 3-Way	20.89
812	#6, Double Cross Over	34.99
814	#6, Double Slip	31.39
896	#8, Double Slip	38.39

CORNERSTONE SERIES:

3000	Don's shoe store	8.99
3001	Gemini bldg.	8.99
3002	Bill's glass shop	8.99
3006	Interstate Oil Co.	17.99
3007	Two-stall engine house	20.99
3012	Truss bridge, 2 trk.	15.39
3017	New Rivers Mining Co.	25.89
3018	Golden Valley Canning Co.	18.79
3021	Powerhouse	22.99
3022	ADM grain elevator	22.99
3025	Powerhouse substation	18.79
3026	Flour mill	24.59
3028	Merchant's Row I	20.99
3029	Merchant's Row II	20.99
3040	Car shop	25.79
3041	3 stall roundhouse	27.89
3044	Hardwood Furniture Co.	24.49
3048	Champion Meat Packing Co.	31.59
3053	Coke ovens & quenchers	69.99
3054	Blast furnace w/cast vise	104.99
3055	Tri-state power auth	27.99
3062	Glacier Gravel Co.	27.89
3064	Merchants Row III	13.99
3071	Interlocking tower	13.99
3072	Service station	15.39
3088	Swing bridge - 2 track	44.99
1050	Motor kit for bridge & turntable	13.99
3090	Columbia feed mill	25.89
3096	Valley growers assoc.	25.89
3102	Overhead, traveling crane	9.69
3147	Deck girder bridge & trestle	20.99
3160	Centenial Mills (bldg. back only)	17.59
3164	Heritage furniture	20.99
3171	Turntable, 13" (manual)	27.99
3519	Bulk transfer conveyor	20.99
3603	Lighthouse	34.99
3608	Lake Forest cottage	17.49
2803	Trackside buildings (cream) built-up	20.99

WOODLAND SCENICS HO

MFG ID: W04

41	Soil turf	2.39
45	Green grass	2.39
49	Green blend turf	4.49

STEWART HOBBIES HO

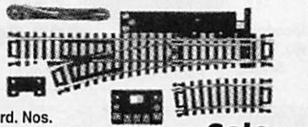
C628

Ord. No. S04-6200W **Sale $82.99**

PROVIDE ORD. NO. & ROAD(S)
Undec, Penn, PC, Demo, SP, LV-SB, SCL, D&H, Conrail, L&N, ACL, Monon

ATLAS HO

N.S. REMOTE SNAP SWITCH

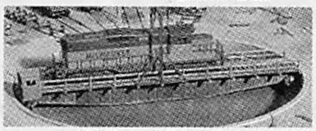


Ord. Nos.
A09-850 LH
A09-851 RH
Black Tie, Code 100 Rail

Sale $8.99 ea.

Incl.: switch mach., control box, wire & access.

WALTHERS TURNTABLE HO



13" Manual Operation

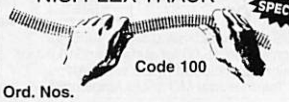
Sale $27.99 Ord. No. W01-3171

W01-1050	Motor Kit	$13.99
W01-3041	Roundhouse (3 stall)	$27.89

MODEL POWER

N.S. FLEX TRACK

EXTRA SPECIAL



Code 100

Ord. Nos.

M13-105	3' sect (10 pc. min.) ea. section	$1.29
M13-105BX	Box of 100*	$99.99

"N" Scale:

M13-4901	30" sect (15 pc. min.) ea. section	$1.09
M13-4901BX	Box of 100	$89.99

**Limit - 2 boxes for each $9.00 S&H charge*

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- Send an addressed #10 (business) or larger envelope & we'll mail it!

WOODLAND SCENICS (W04), CONTD.

50	Earth blend turf	4.49
82	Med. gray ballast	2.39
94	Med. gray blend ballast	4.99
928	Mountain Valley scenery kit	44.99
1102	Hardwood tree kit (3/4" - 3"), 36/pkg.	10.49
1104	Evergreen tree kit (2-1/2" - 4"), 42/pkg.	10.49
1105	Evergreen tree kit (4" - 6"), 24/pkg.	10.49
1201	Hydrocal (lt. wt.) 2 lbs.	6.39
1203	Plaster cloth (approx. 10 sq. ft.)	5.49
1206	E-Z water (16 oz.)	7.65
1211	Realistic water, 16oz.	11.99
1212	Water effects, 8oz.	8.79

MRC

MFG ID: M14

1440	Power pack w/dsl. horn & stm whstl	41.99
CM20	Control Master 20	129.99
AT450	Extra walk around unit for CM20	23.99
6200	Train power 6200	74.99
AH900	Walk-around unit for O27's	28.79
AH101B	Dual power O27 w/2 walk arounds.	179.99
AH104	Throttle pack O27 (100W)	79.99
9500	Power Command 30VA	68.99
AA070	Cab control 55	25.99
AA333	Sound & Power (stm & dsl)	104.99
AA550	Sound Station	45.99

TECH 4 PACKS:

AB111	17VA	31.99
AB116	Dual control, 16VA	47.99
AB121	16VA w/momentum	37.59
AB131	20VA w/momentum	45.59
AB140	30VA, programmable w/momentum	67.99
AB800	Walk-a-round for AB140	28.79

DIGITAL COMMAND 2000:

AD210W	**F-A w/Decoder:** UP, SF, Penn	45.99
AD110	Digital Command w/powered console & loco w/decoder installed	139.99
AD090	Console only (for use w/all scales)	74.99

PLATINUM SERIES:

CB100W	**F7A, DCC Ready:** SF, NYC, SP, BN, Undec, Soo, NP, C&NW, Penn, RI, PC, Conrail	49.99
CC100W	**F7A w/Decoder:** BN, Undec, B&O, Penn, Conrail	66.99
CB200W	**F7A, 2 Hdlt (DCC Ready):** SF, NP, Amtr, Undec, UP	49.99
CC200W	**F7A, 2 Hdlt (w/decoder):** SF, NP, Amtr, Undec, UP	66.99

Accessories For DCC:

AD300	Walk-around w/memory for DCC	27.99
AD305	Decoder for "HO" w/o plug	15.99
AD310	Decoder for "HO"	18.99
AD320	Decoder for "G"	18.99
AD330	Decoder for "N"	25.99
AD340	Decoder for "HO", pkg. of 3	48.99
AD501	Power station 8	173.99
AD520	Auto reverse loop	29.99
AD600	Bus system	17.49
AH800	Dual power supply, 12&18V AC	31.99

"O" & "G" SCALES

BACHMANN ON30

MFG ID: B01

25000W	**Complete Sets:** Wndrwld, C&S, Penn, B&O, GN, D&RGW	149.99

BACHMANN (B01), CONTD.

25100W	**Trolley:** Christmas, UT	33.99
25200W	**2-6-0:** GN, B&O, Penn, C&S,Undec	89.99
25300W	**0-4-0:** Penn, C&S, Undec, LRL, G&BRL	44.99
26300W	**Coach:** GN, B&O, Penn, C&S, WE, D&RG	23.99
27000W	**Box Car:** Penn, C&S, GN, B&O, Undec, Christmas	17.99
27100W	**Tank Car:** Undec (silver or black)	17.99
27200W	**Gondola:** Penn, C&S, GN, B&O, Undec	17.99
27300W	**Flat Car:** Penn, C&S, GN, B&O, Undec	17.99
27500W	**Stock Car:** GN, B&O, Penn, C&S, Undec	17.99
27700W	**Caboose:** Penn, C&S, GN, B&O, Undec	24.99

PECO ON30

MFG ID: P04

5001P	3' flex track, 6pc. min. ord.	4.99
5001BX	3' flex track, box of 12	53.99
5951	#5 turnout - RH	15.99
5961	#5 turnout - LH	15.99
5971	#5 turnout - Wye	13.79

ARISTOCRAFT G

MFG ID: A15

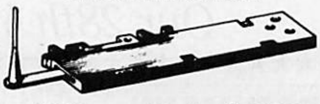
21000W	**2-4-2:** Penn, B&O, Undec, RG	162.00
21100W	**2-4-2:** SP, SF, UP, GN, Christmas	162.00
21200W	**Doodlebug:** Undec, Penn, B&O, Milw, C&NW, So., ACL, NYC, UP, D&RGW, SF	Exp Ad
21300W	**0-4-0:** UP, Penn, SF	148.50
21400W	**4-6-2 Pacific:** SC, SF	396.00
21500W	**2-8-2 Mikado *(2/02)*:** Undec, B&O, Penn, UP, SF, SP, So, CN, GN	427.50
22100W	**U25B:** SF (Zebra), Amtr, NYC, Penn	202.50
22400W	**SD45:** Undec, SP, Conrail, SF, D&RLW, UP, EL, NS, C&NW, Penn, CSX, BN, Seab, CP	301.50
22500W	**Switcher:** Undec, B&O, SP, RG, So, CN	85.50
22600W	**Ctr Cab Switcher:** Penn, B&O, SF, RG, Undec, UP, SP	166.50
80104	EBT 2-8-0, C-16	229.99
83100W	**Railbus:** RG, C&S, Penn, SP, SF, B&O, Christmas, Undec	139.99

FREIGHT CARS:

40000W	**20' Gondola:** Penn, SF, UP, BN, B&O, D&RGW, Christmas	25.50
40100W	**20' Tank Car:** Penn, SF, UP, BN, B&O, D&RGW, Christmas	25.50
40200W	**20' Flat Car:** Penn, SF, BN, B&O, D&RGW, Christmas	25.00
41000W	**Gondola:** CP, Penn, LV, So, B&O	51.00
41100W	**Cov. Gondola:** NYC, SP, REA, SF, UP, D&RG	46.75
41200W	**Cov. Hopper:** NKP, SF, UP, NYC, D&RG, Penn	55.25
41300W	**Tank Car (1 Dme):** Mobil, Union, Penn, Balle, Schli, Pabst, Hrshy	55.25
41600W	**Tank Car (3 Dme):** SF, UP, SP, Mobil	55.25
42200W	**Bobber Caboose:** Penn, UP, B&O, SF, Christmas	25.50

ATLAS HO

UNDER-THE-TABLE SWITCH MACHINE



Ord. No. A09-65 **Sale $4.39**

For use with Atlas turnouts only.

ARISTOCRAFT (A15), CONTD.

46000W	**Box Car, 40':** SF, Penn, B&O, UP, SP	55.25
46100W	**Stock Car:** UP, D&RG, SF, Penn, SP	55.25
46200W	**Reefer:** Schli, Heinz, Pluto, Bord, Stew, Swift, SF	55.25
46300W	**Flat Car:** B&O, NYC, SP, SF	51.00
46700W	**Snow Plow:** D&RGW, C&S, C&NW, SP, GN, Penn, NYC, SF, CN, UP	108.80
46950W	**Track Clean. Car:** Aristo, Penn, B&O, UP, SF	51.00
29950	Extra cleaning pads	11.99

TRACK & ACCESSORIES:

Description	Euro Ties	USA Ties	
Straight Track:			
12", ea. section	11000	30030	3.19
12", box of 12	11000BX	30030BX	32.30
24", ea. section	11060	30060	5.99
24", box of 12	11060BX	30060BX	64.60
36", ea. section	11070	30090	9.49
36", box of 12	11070BX	30090BX	96.90
60", box of 12	11099BX	30195BX	158.95
Curved Track:			
4' dia., ea. section	11100	30100	3.19
4' dia., box of 12	11100BX	30100BX	32.30
5' dia., ea. section	11500	30110	4.89
5' dia., box of 12	11500BX	30110BX	51.00
8' dia., ea. section	11600	30115	4.89
8' dia., box of 16	11600BX	30115BX	65.45
10' dia., ea. section	11800	30120	8.49
10' dia., box of 12	11800BX	30120BX	83.30
20' dia., ea. section	11820	30125	12.29
20' dia., box of 16	11820BX	30125BX	163.20
Railer (12" str)	11350	—	7.59
Switches:			
Manual-RH	11200	30300	21.25
Manual-LH	11210	30350	21.25
Remote-RH	11205	30310	32.30
Remote-LH	11215	30360	32.30
Manual-RH (wide)	—	30370	43.35
Manual-LH (wide)	—	30380	43.35

MISCELLANEOUS:

11900	Rail joiner, pkg. of 12	3.29
11901	Plastic rail joiner, pkg. of 4	3.29
11910	Socket HD screws, pkg. of 48	3.29

ACCESSORIES:

29338	Digital sound for RS-3	180.00
29340	Digital sound for U25B	180.00
29341	Digital sound for 4-6-2	180.00

CREST HOBBY
(FORMERLY ARISTOCRAFT)

MFG ID: C21

55000	"On Board" HO train engineer	99.00
55450	Deluxe power pack & converter	112.50
55460	10 Amp power source	99.00
55461	Power pack, 10amp	139.50

BACHMANN G

MFG ID: B01

11396W	**0-4-0:** ETL, WLC, Undec	56.97
81095W	**4-6-0:** SPC, WP&Y, D&RGW, ET&WNC, Undec	137.99
81177W	**Climax:** Demo, LRL, MCL, NRL, ETL, Undec., Pard, MML	369.99
81394W	**4-4-0 American:** SPC, D&RG, Undec	399.99
81491W	**2-6-0 Mogul:** Demo, YPL, RGS, D&RG, Undec.	369.99
93938W	**Trolley:** Open or closed	63.99
93941	Christmas trolley	79.99

MISCELLANEOUS:

98470	Undec log car w/logs	29.99
98490	Skeleton log car w/logs	29.99

USA TRAINS G

MFG ID: U01

22250W	**F3-AB:** RG, B&O, NYC, ACL, CP, C&NW, UP, SF (WB), Penn (Tuscan), So, Penn (grn), SP, GN, Amtr, SF (b/y), NP, CB&Q, WP, B&M, Me. Cent., SP-Dylt	379.99
22350W	**F3-A:** RG, B&O, NYC, ACL, CP, C&NW, UP, SF (WB), Penn (Tuscan), So, Penn (grn), SP, GN, Amtr	199.99
22300W	**SD40-2:** D&RG, SF, UP, SP, CSX, Conrail, BNSF, Amtr, Chessie, Burl, BN	239.99
22200W	**GP38-2:** Undec, Burl, LV, CSX, BNSF, RG, UP, SF, Conrail, SP, Penn, Amtr., SF, Milw, NS, Soo, Alas, RI, CP, C&O, B&O, So, D&H	199.99
22100W	**GP-9:** Undec, UP, SF, Conrail, GN, Penn, SP, Burl, BN, NH, SF, B&M, SP (Blk. Wdw), CP, RG, Alaska, WP	199.99

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BACHMANN ON30

0-4-0 PORTER

Ord. No.
B01-25300W

Sale $44.99

PROVIDE ORD. NO. & ROAD(S)
Penn, C&S, G&BRL, LRL, Undec (V or H Cab)

USA TRAINS (U01) CONTD.

22101W	**GP-7:** Burl, NYC, ACL, C&NW, Chess, RI, Christmas	199.99

"N" SCALE

ATLAS

MFG ID: A09

48000W	**GP7:** Undec, CG, Burl, MC, Demo	46.75
48100W	**GP-7, Ph1** *(2/02)*: Undec, SF, C&NW, L&N	55.99
48150W	**GP-7, Ph2** *(2/02)*: Undec, EL, MP, NP, RI	55.99
48700W	**8-40B** *(2/02):* Undec, BNSF, SF, Conrail, CSX, LMX, Susq, NS, CB, UP	TBA
49840W	**GP38, HN:** Undec, So	58.99
49800W	**GP38, Low Nose:** SF, B&O, CSX, GM&O, NEC	58.99
49900W	**B30-7:** Undec, BN, Ches, CB, CSX, Fris	58.99
49935	SF, B36-7, no #	58.99
49970W	**B30-7 w/Decoder:** BN, Ches, CB, CSX, Fris	81.99
49980W	**B36-7 w/Decoder:** BC, SF	81.99
49700W	**B23-7:** BNSF, SP	53.99
49410W	**SD35, LN:** CNJ, PC, ACL	52.99

TRAINMASTER:

DCC Ready:

49500W	**Phase 1A:** Undec, EL, Lack, FM	58.99
49530W	**Phase 1B:** Undec-1 hdlt, Undec-2 hdlt, CNJ, Read	58.99
49560W	**Phase 2:** Undec, CP	58.99

For Locos w/Decoders - See Our Catalog

TRACK & SWITCHES:

2700	#4 remote switch–LH	8.99
2701	#4 remote switch–RH	8.99
2702	#4 manual switch–LH	6.59
2703	#4 manual switch–RH	6.59
2704	#6 remote switch–LH	8.99
2705	#6 remote switch–RH	8.99
2706	#6 manual switch–LH	6.59
2707	#6 manual switch–RH	6.59
2750	Std. turnout–LH	4.99
2751	Std. turnout–RH	4.99
2715	Remote sw. mach.–LH	4.59
2716	Remote sw. mach.–RH	4.59
30" flex trk.		
2500	(min. ord.-15 pcs.)	1.49
2500BX	Box of 100	139.99
2501	5" straight, 6/pkg.	1.59
2509	Track asst'd	1.89
2510	9-3/4"R curve, 6/pkg.	1.59
2520	11"R curve, 6/pkg	1.59
2526	19"R curve, 6/pkg	1.59
2532	Rerailer, 3/pkg.	1.49
2536	Bumpers, 2/pkg.	1.49
2569	90° crossing	3.99

ACCESSORIES:

2535	Rail joiners, 48/pkg.	1.49
2538	Plastic rail joiners, 24/pkg.	.79
2539	Terminal joiner-pr.	1.69
2540	Track nails (approx. 400)	2.49
2546	Warren truss bridge	2.49
2547	Deck truss bridge	2.49
2548	Plate girder bridge	2.49
2790	7-1/2" turntable, manual	10.99
2791	Motor unit for #2790	9.99

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CREST HOBBY
(FORMERLY ARISTOCRAFT)

Wireless Control For All "DC" Scales

"DC" TRAIN ENGINEER

Short Range Model Shown

C21-55480	Short range for indoor use	$65.99
C21-55470	Long range, multi-functional for outdoor use	$135.00

ATLAS (A09) CONTD.

MISCELLANEOUS:

2801	Telephone poles, box of 12	1.75
2826	Viaduct	3.75
40500W	**Tank Car:** Undec, ACFX, DIAM, Hook, PPG, Stauf	10.99

For More Locos w/Decoders – See Our Catalog

BACHMANN

MFG ID: B01

STEAM LOCOS:

N505W	**0-6-0:** SF or Penn	22.79
N515W	**Prairie:** NYC or UP	28.99
N526W	**0-4-0:** SF or B&O	19.99
N547W	**Shifter:** SF or Penn	22.79
11751W	**4-4-0 American:** B&O, CB&Q, Penn	29.99
65769W	**N&W 4-8-4:** #611 or #608	48.99

DIESEL LOCOS:

N612W	**GP-50:** SF, NS	14.99
11451	Undec DD-40	38.34
85051	Undec GE8-40C	34.97
86051W	**GE8-40CW:** Undec, Conrail, LMS	34.97

TRACTION:

81451W	**Doodlebug:** Undec, Green, UP, GN	29.97

CON COR

MFG ID: C10

3800W	**4-8-4:** Undec, GN, SF, Penn, SP, UP, B&O, SC	178.99

KATO

MFG ID: K05

106070W	**PA/B:** NYC, Undec	116.97
106200W	**E8/9 (2 pwrd):** Penn, CB&Q, So, CP	109.97
1063001W	**RDC** *(10/01)*: CP*, CN*, NH*, SF, C&NW, NYC, NP, RI, WP, CNJ **Provide Equipment Also*	114.99
1260200W	**2-8-2** *(2/02)*: Undec, Erie, C&NW, NKP, WP	119.99
176430W	**RSC-2:** Undec, SAL	55.97
176550W	**SD80:** Undec, Conrail	74.99
176560W	**SD90:** Undec, CP	74.99

MRC

RAIL POWER 350 "TECH 4"

Ord. No.
M14-AB140

Sale $67.99

Operates "DC" HO, N, O & G Scales

Features Memory & 30VA!

MRC

PRODIGY
THE "NO-HASSLE" DCC

NEW

Sale $123.99

Ord. No.
M14-AD150

Includes Console, Power Supply & Hand-held Control

Extra Hand-Held Controller (M14-AD490)....$36.99

LIFE LIKE

MFG ID: L04

7110W	**GP-18:** RI, N&W	27.99
7641	Amtr F40PH	27.99
7049W	**PA:** Erie, D&H, EL, LV	31.97
7222W	**C-Liner A/B:** Milw, NYC, Penn	75.99
7344W	**E6A/B:** So, Undec	47.57
7350W	**E6A:** C&NW, IC, L&N, Milw	32.57
7415W	**FA/B:** Erie, GM&O, L&NE, MP, NYC, CRI&P, UP, Undec	59.99
7445W	**FA/B 2nd Run:** GN, LV, NH, Penn, Read, Seab, SL&SF	59.99
7500W	**SW-9:** NYC&SL, NP, UP.	29.97
7616W	**BL2 :** B&A, B&M, C&O, CRI&P, WM	37.99
7708W	**SD7:** B&O, GN	31.99
7841W	**GP38-2:** Conrail, BN, SF, CSX	27.99

MODEL DIE CASTING

MFG ID: M11

8000W	**2-8-0:** Undec, D&RGW, Penn, Cent Pac, SF, NYC&HR, C&NW	114.99
89400W	**Psngr Car, RTR, Sets of 4:** Cnt Pac, NYC&HR, C&NW	33.99
981	Asst'd freight cars RTR, pkg. of 12	86.99
983	GN 50' reefer RTR, 4 schms, 12#'s	86.99
985	WFE reefer, 4 schms, 12#'s	86.99

MODEL POWER

MFG ID: M13

ASSEMBLED–ILLUM. W/2 FIGURES:

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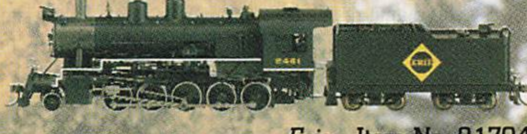

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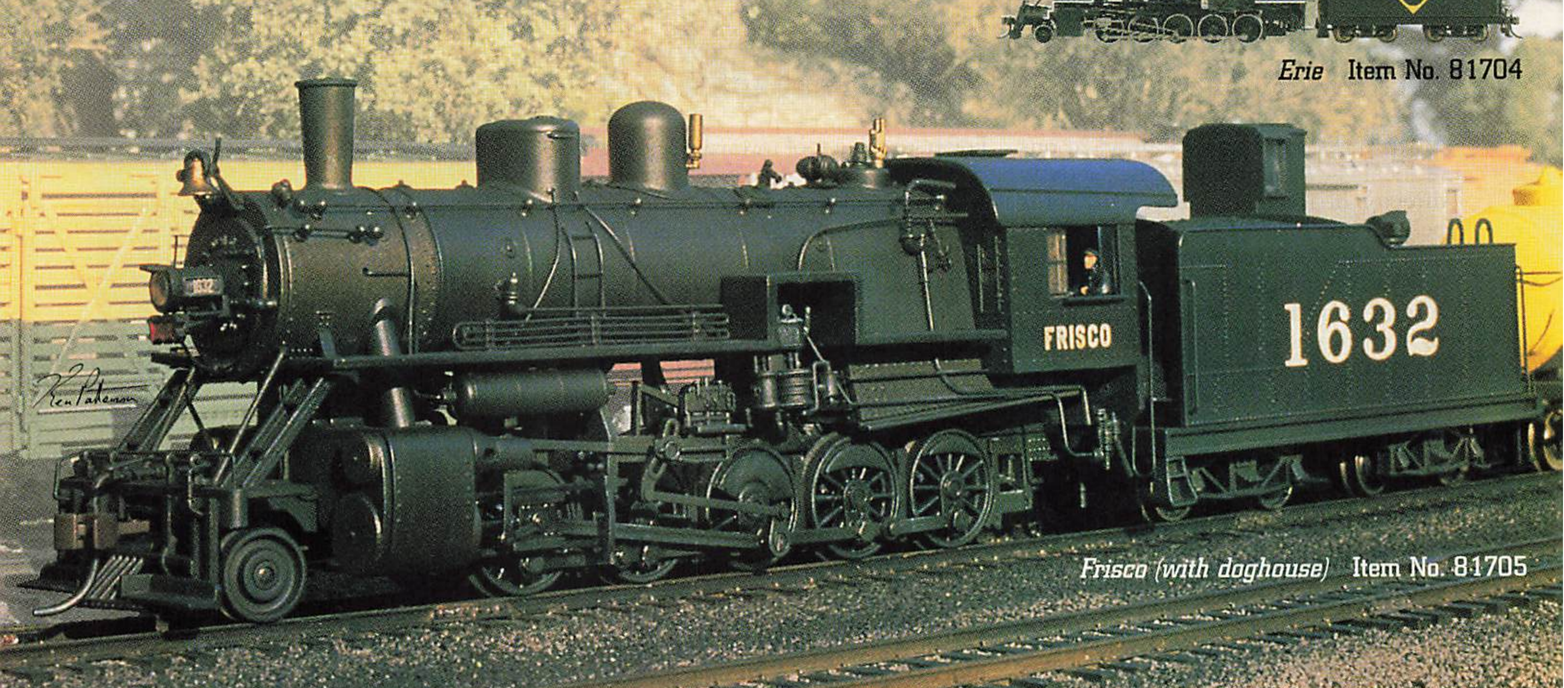

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MR News

CONDUCTED BY JIM KELLY

ROBIN LOZNAK/DAILY INTER LAKE

Bob Reasner checks out the *Empire Builder* on the HO layout he volunteered to build for nursing home residents in Kalispell, Mont. Bob is among the hundreds of ambassadors nationally who do so much for others, and coincidentally for all of us who enjoy the hobby.

A magic key to memories

Two years ago I placed an ad in our local newspaper. As the activity director of Heritage Place, a 100-plus bed nursing home, I was seeking someone to build a layout for our residents. The next day Bob Reasner called. A retired minister who'd been a model railroader since age 13, Bob wanted very much to help with the project. I "hired" him on the spot.

Meanwhile I'd done some homework on railroading in northwestern Montana and decided that we needed to re-create the Great Northern's *Empire Builder*. Residents often talked of riding it and we had retired railroad workers in our midst.

I could go on about Bob's dedication to detail and accuracy, but the real story here is his determination that the layout act as a tool toward releasing old memories. He'd worked in nursing homes as a clergyman and understands the unique challenges of the elderly.

Last spring, when our layout was installed in the front lobby, it became clear Bob's goal had been met. A male resident approached in his wheelchair and watched the train winding around the mountains.

Then he looked at me and said, "I used to work for the railroad." For the next few minutes he shared his story. I'd never heard him speak more than two or three words at a time before. It was a miracle. And more stories came from others. The layout has truly been a magic key unlocking old and wonderful memories. – *Donna Rose, Kalispell, Mont.*

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Meet David Popp

David Popp is our new associate editor. A graduate of Northern Illinois University, he taught English at Sycamore (Ill.) High School for eight years and directed many high school theater productions.

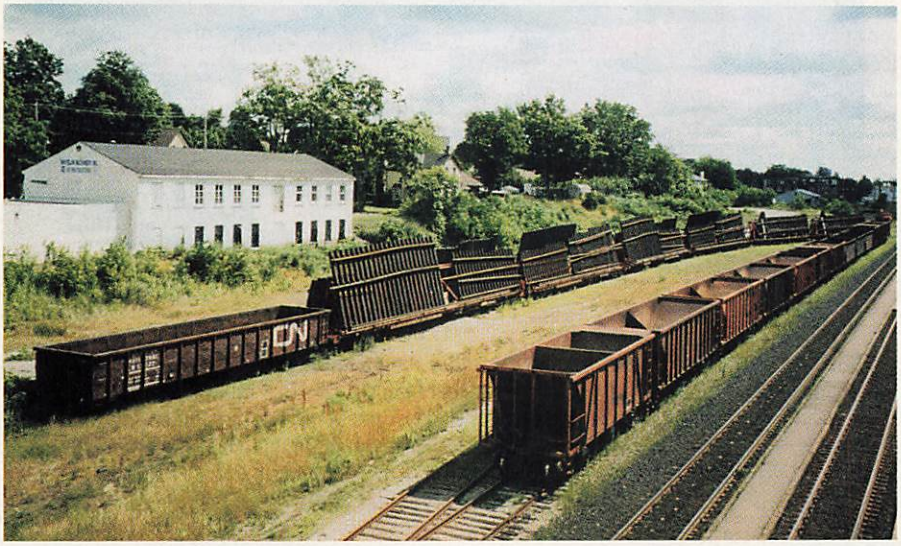
David is an avid Soo Line fan and his hypothetical HO East Moline Subdivision emphasizes operation. His article on detailing a grain elevator appeared in the December 2001 issue. David's wife, Ingrid, is a pianist who shares his love of theater.

GATS changes hands

The Great American Train Show and its parent organization GATS Limited have been acquired by Moe and Kathy Geoghegan. The Geoghegans were previously the show's managers. The Great American Train Show visits 60 venues per year and has been attended by over five million people.

Annual index

The 2001 index is bound into subscriber copies of this issue. Others can send a stamped, self-addressed no. 10 envelope and we'll get one out.

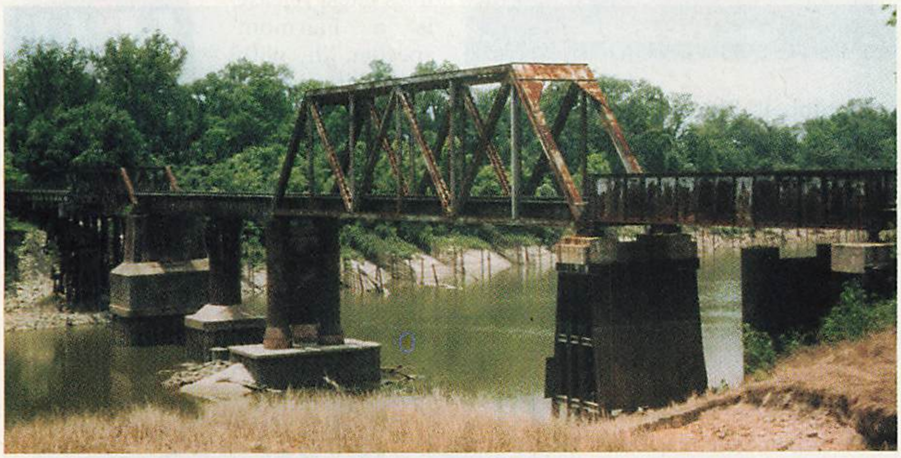


Prototype Snap-Track

Every now and then readers send us photos of prefabricated turnouts, crossings, or other track components being carried to a construction site on a flatcar or in a gondola, noting that the prototype uses sectional track too.

Indeed they do. It's called panel track and usually the idea is to make track changes as quickly as possible so as to keep the trains running on a busy main line.

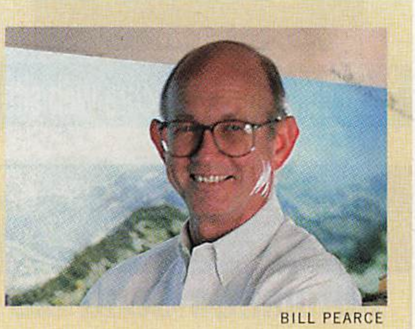
The above photo, though, is the first I recall seeing of an entire train hauling panel track. It was sent in by Larry Brinker, of Woodstock, Ont., who took it at Woodstock's Canadian National station July 12, 2001. The "locomotive" was a hi-railer (a highway truck equipped to run on rails). – *Jim Kelly*



Mixed-up bridge

Got a river to cross and can't decide on the bridge? How about a "committee bridge" where everyone on the committee gets a span of their choice.

Here's such a bridge on the Union Pacific 19 miles south of Livingston, Texas. From the left we see a small through truss, two deck girders, a much larger through truss, and a through girder – plus wood trestle approaches. – *Stanley L. Markham, El Lago, Texas*



BILL PEARCE

David Haines

1942-2001

David died Oct. 25, 2001, at age 59. He received a degree in architecture from Kansas State University in 1965 and was a member of the football team. He worked for a Wichita architectural firm before establishing his own, which came to specialize in equestrian facilities. He'd been a nationally ranked sports car driver.

David built several highly detailed N scale layouts based on the Santa Fe's Raton Pass line between New Mexico and Colorado. One was featured in the January 1994 MR and his latest appeared in the November 1999 issue. His wife, Sharen, frequently accompanied him to Santa Fe conventions.

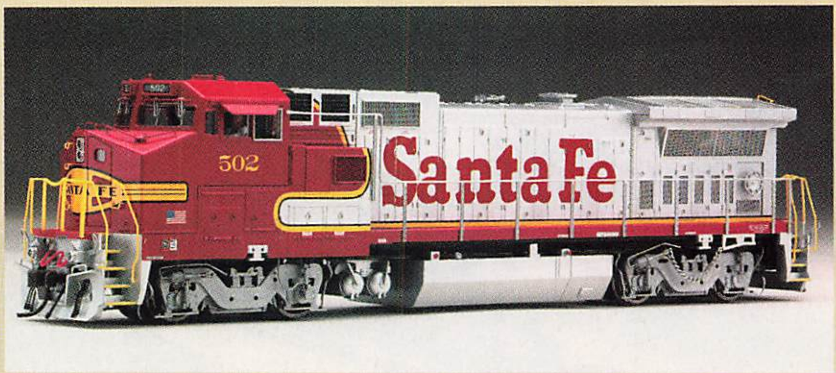
BILL PEARCE/JEFF WILSON

The twin tunnels at the Colorado-New Mexico state line were among the many prototype features David modeled.

Send information about clubs, people, and events in model railroading to MR News, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail news@mrmag.com.

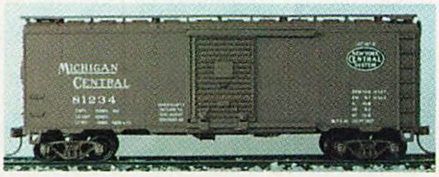
MR News

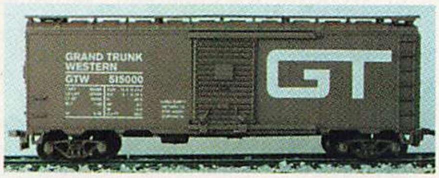
PRODUCT NEWS



Atlas has released Atchison, Topeka & Santa Fe and Amtrak Dash 8-40BW locomotives in its Master Locomotive series. The HO model features an Atlas Dual-Mode decoder, a five-pole skewed armature motor, dual flywheels, directional lighting, blackened wheels, and multiple road numbers. Atlas Model Railroad Co. Inc., 603 Sweetland Ave., Hillside, NJ 07205-1799; www.atlasrr.com.

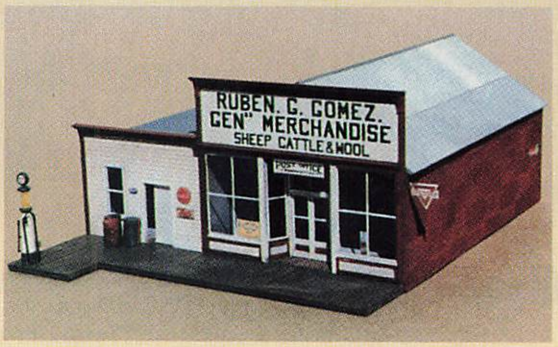
HO scale





Campbell Road has shipped two custom-decorated Athearn 40-foot single-door boxcars made exclusively for Funny Pages Hobbies of Owosso, Mich. The cars come with paint schemes, lettering, and special markings for the Michigan Central and the Grand Trunk Western. Dry-transfer lettering allows multiple road numbers. Contact Funny Pages Hobbies, 106 N. Washington St., Owosso, MI 48867, 989-725-9994; or Campbell Road Inc., P. O. Box 146, Winchester, KY 40392-0146; www.campbellrd.com.

Custom Finishing's latest release is a Fairmont speeder kit, with each kit making two vehicles. The kit comes with insulated wheels,



Grandt Line Products has released the latest structure in its Gold Belt series, the Gomez Store kit. The HO general store and gas station is typical of those found throughout the United States beginning in the 1920s. The kit is based on the Ruben G. Gomez General Merchandise located in Pagosa Junction, Colo., at the border of Colorado and New Mexico. Grandt Line Products, 1040-B Shary Ct., Concord, CA 94518.

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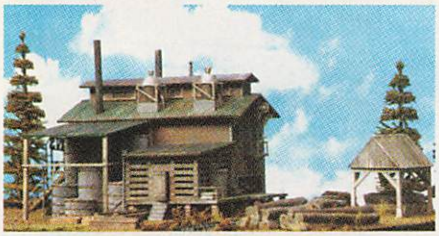
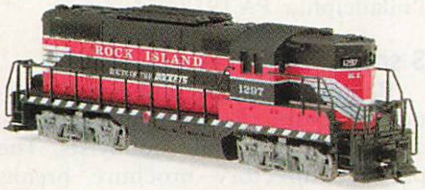
window glazing, and decals for the pewter speeder. It's available direct from the company for $23.95 plus $6.50 shipping. Custom Finishing, 379 Tully Rd., Orange, MA 01364.



Model Tech Studios is offering its HO Bowens Hardwoods Mill kit. The kit includes varnishing tanks, a log shed, a drying room, log piles, finished piles of hardwood, and dust collectors. MTS has also released its latest item from its 3-D background series, a skyscraper inspired by New York's Chrysler Building. The skyscraper facade comes assembled. Model Tech Studios, 70 High St., Hampton, NH 03842; www.modeltechstudios.com.

N scale



Atlas Model Railroad Co. has released GP7 "torpedo boat" locomotives. Each locomotive includes roof-mounted air reservoirs that give the locomotive its torpedo-boat look, a large fuel and water tank, steam generator details on the top of the short hood, dual-flywheel equipped five-pole skewed armature motor with low friction mechanism, side sills with water-fill detail, directional lighting, and Accumate knuckle couplers. They are

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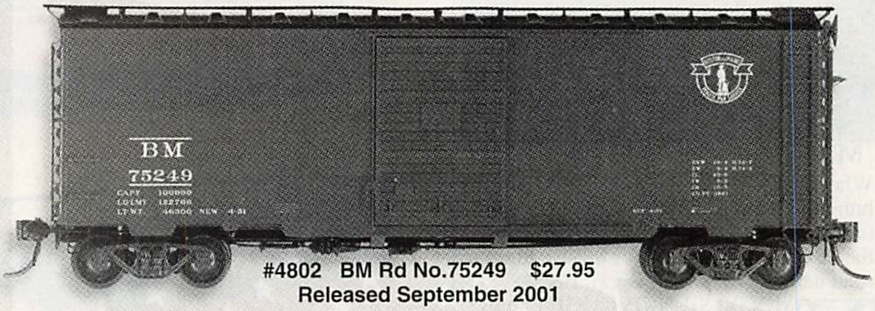

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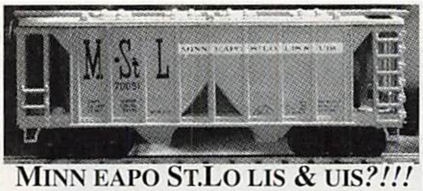

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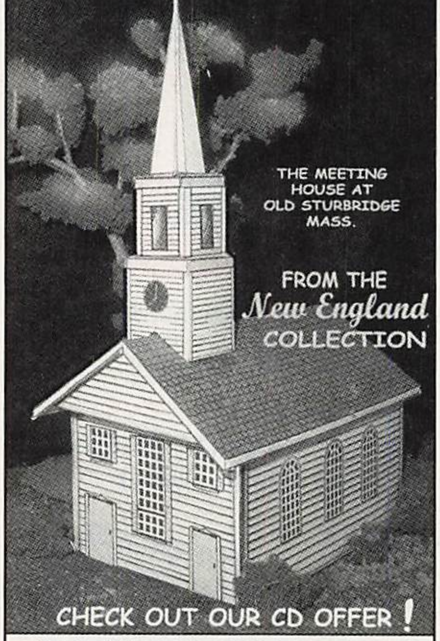

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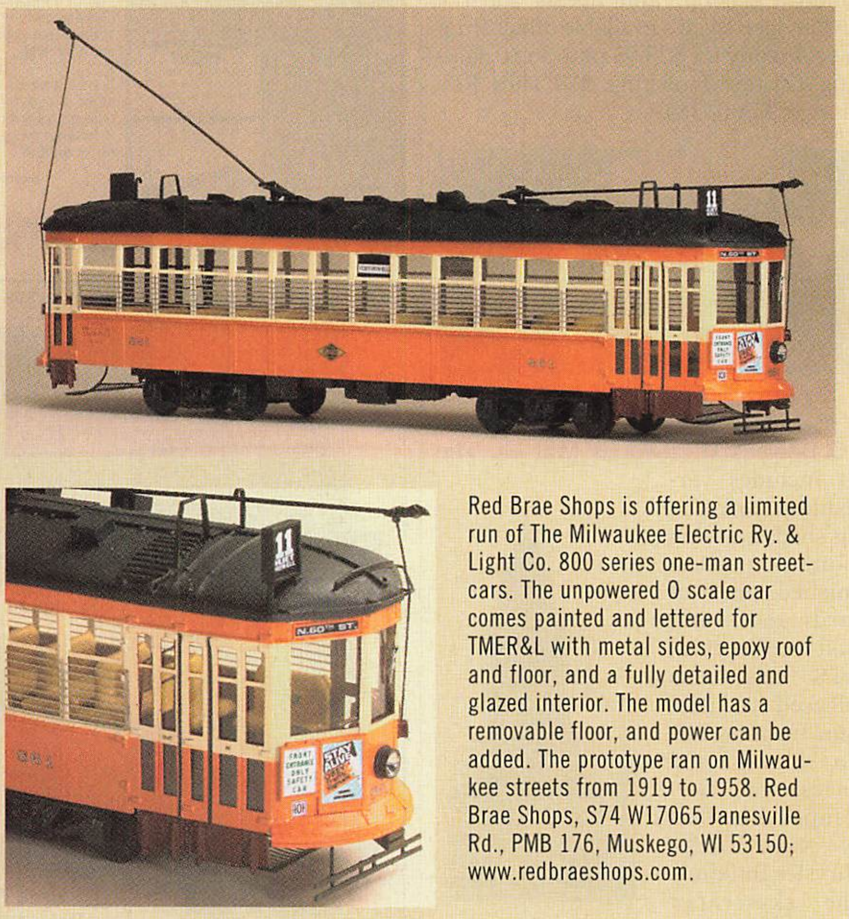


Red Brae Shops is offering a limited run of The Milwaukee Electric Ry. & Light Co. 800 series one-man streetcars. The unpowered O scale car comes painted and lettered for TMER&L with metal sides, epoxy roof and floor, and a fully detailed and glazed interior. The model has a removable floor, and power can be added. The prototype ran on Milwaukee streets from 1919 to 1958. Red Brae Shops, S74 W17065 Janesville Rd., PMB 176, Muskego, WI 53150; www.redbraeshops.com.

available painted and lettered for the Rock Island; Atchison, Topeka & Santa Fe; Chicago & North Western; Erie Lackawanna; Louisville & Nashville; Missouri Pacific; Northern Pacific; and undecorated. Atlas Model Railroad Co. Inc., 603 Sweetland Ave., Hillside, NJ 07205-1799; www.atlasrr.com.

O scale

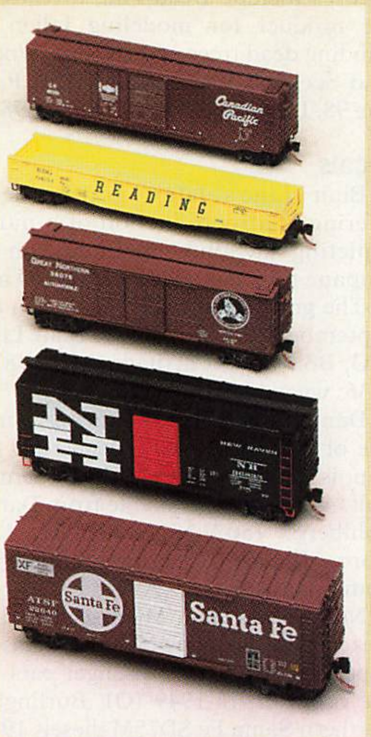
Bachmann is offering assembled trucks for On2½ rolling stock. Available in two versions, archbar freight trucks and die-cast passenger trucks, they are meant for kitbashers to turn S or O scale rolling stock into On2½ models. The freight trucks are the same as those included on Bachmann's On2½ freight cars. The passenger trucks are equipped with electrical pickups and wiring for interior lighting. Bachmann Industries Inc., 1400 E. Erie Ave., Philadelphia, PA 19124-5698.

S scale

Willow Associates is offering a product directory and a manufacturer's directory for S scale hobbyists. The product directory brochure breaks down products into more than 30 categories, while the second brochure gives complete addresses for the manufacturers. The directories can be ordered direct for $1.35 postpaid for the set. Willow Associates, 4061 Glendenning Rd., Downers Grove, IL 60515-2228.

Scenery

Blair Line's latest release of 3-D billboards include signs for Mack Trucks with the bulldog logo of the 1950s; Atchison, Topeka & Santa Fe; Esso; and the Union Pacific shield. The signs



Micro-Trains' new paint schemes for N scale rolling stock include a 50-foot boxcar for the Canadian Pacific, a 50-foot gondola for the Reading, and 40-foot boxcars for the Atchison, Topeka & Santa Fe; Great Northern; and New Haven. Micro-Trains Line, P. O. Box 1200, Talent, OR 97540-1200; www.micro-trains.com.

come in two sizes, with the larger signs suitable for HO, S, and O scales, and the smaller ones for Z, N, and HO. Blair Line, P. O. Box 1136, Carthage, MO 64836-1136; www.blairline.com.

Woodland Scenics has released non-toxic, water-soluble formula of its Hob-E-Tac adhesive for the application of foliage to model trees. Other scenery

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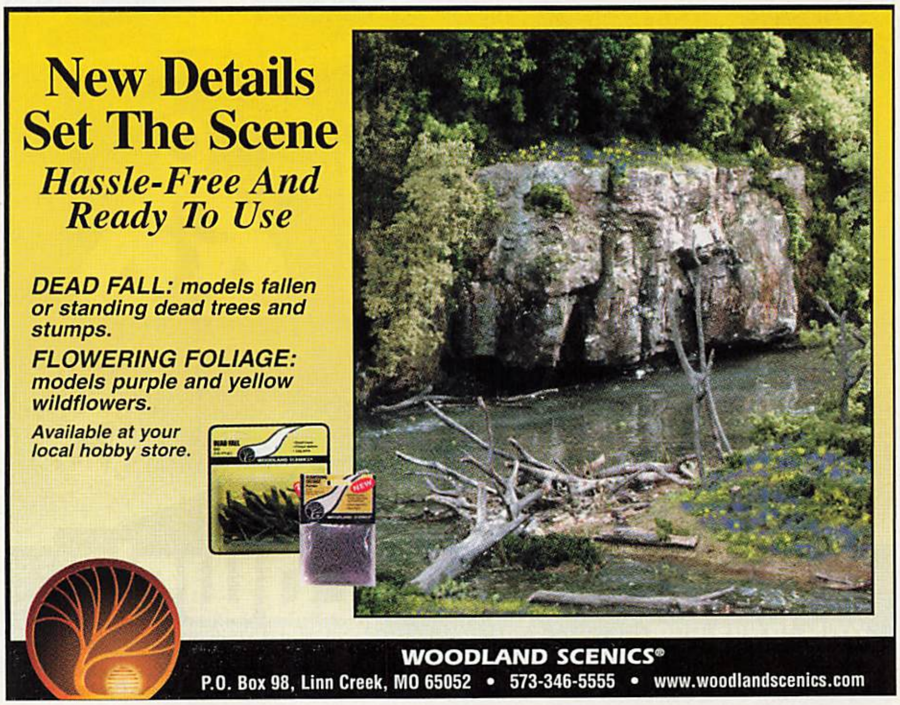

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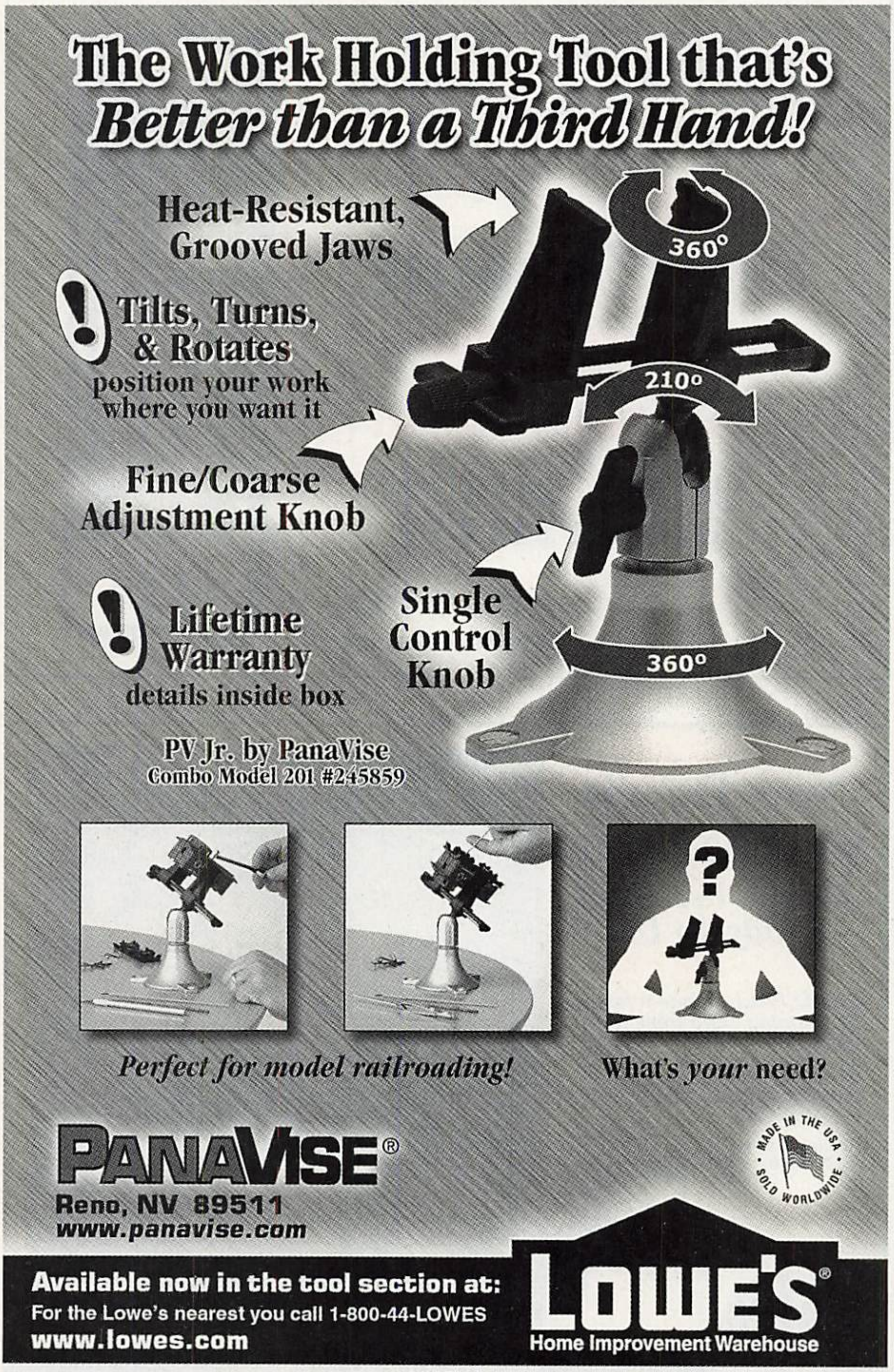

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MR News

releases include Dead Fall, a ready to use product for modeling fallen or standing dead trees and stumps. Woodland Scenics, 101 E. Valley Dr., P. O. Box 98, Linn Creek, MO 65052-0098.

Decals

Blair Line's latest graffiti decal offering is a reproduction of a mural depicting wildlife painted on a propane tank car, available in HO and N. The graffiti car was featured in the September 2001 MR News. Blair Line, P. O. Box 1136, Carthage, MO 64836-1136; www.blairline.com.

Daniel Kohlberg is offering a new line of HO and N scale decals for the Illinois Central and the Illinois Central Gulf. A catalog is available from Daniel Kohlberg, 7507 N. State, Rt. 159, Moro, IL 62067; home.mindspring.com/~paducah.

New decals from Microscale Industries include the following sets: Atchison, Topeka & Santa Fe passenger cars for *The Scout*, 1916-1949 (O); Burlington Northern Santa Fe SD75M diesels 1996-current (N); the Burlington Northern Santa Fe Dash 9-44CW with a logo signifying it as the prototype for Microsoft's Train Simulator (HO, N); Cape Breton and Central Nova Scotia diesels, 1993-present (N); Central RR of New Jersey cabooses, 1965-1976 (N, O); Chicago, Burlington & Quincy steam locomotives, 1927 to 1966 (HO, N); Detroit, Toledo & Ironton GP38-2 diesels in a bicentennial scheme 1975-1980 and in white markings, 1980-1983 (N); Duluth South Shore & Atlantic and Soo Line steam locomotives, 1920-1955 (HO, N); freight car data in blue, 1940s-1970s (O); and steam locomotive data and number boards in gothic style and yellow (HO, N). Microscale Industries, 18435 Bandilier Cir., Fountain Valley, CA 92708.

Shoreline Decals is now shipping Waterloo, Cedar Falls & Northern decals in white or gold for O and HO scales. Shortline Decals, 1753 Melise Drive, Glenview, IL 60025; www.shorelinedecals.com.

Electrical and control

Lenz has released a new Digital Command Control decoder with fifth generation load compensation. The decoder includes an on-board power supply and improved packet reception for superior dirty track operation, and special lighting effects for Gyra-lite, Mars, strobe,

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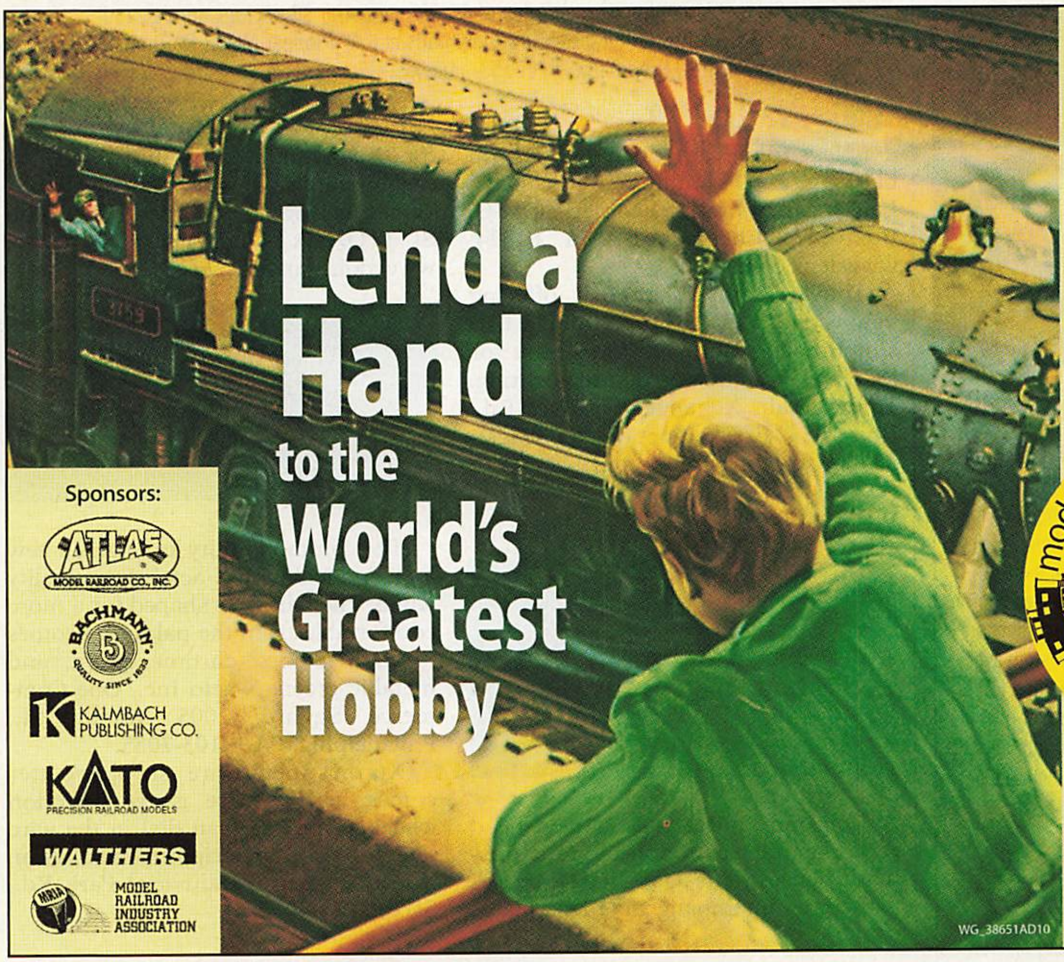

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CLUB CARS

The Arizona Division of the Pacific Southwest Region of the National Model Railroad Association is offering a Roundhouse 50-foot FMC boxcar painted and lettered for the club's Apache Ry. and a Con-Cor boxcar commemorating the Arizona and California 1995 convention, both in HO scale. The Apache Ry. boxcar sells for $13 while the convention car sells for $10, with $2 shipping for each. Arizona Division – PSR/NMRA, P. O. Box 8064, Mesa, AZ 85214-8064.

The Spokane, Portland & Seattle Railway Historical Society is offering two HO scale boxcars painted and lettered for the SP&S: a 40-foot double-sheath car made by Accurail for $11.95 and a 50-foot car made by LBF for $17.95. Orders can be placed with Whistle Stop Trains, 11724 S. E. Division St., Portland, OR 97266, 503-281-1822.

The Midwest 'N' Pioneer Model Railroad Club is selling a two-pack version of N scale 50-foot boxcars painted and lettered for the Green Bay & Western with SSAM overprint reporting marks. Orders can be made direct to the club for $40 and shipping charges of $6.95 domestic, $8.95 for Canada, and $12.95 for other international destinations. Midwest 'N' Pioneer Model Railroad Club, 2700 Roosevelt Rd., Broadview, IL 60153, midwestnpioneer.org.

double strobe, and ditch lights with blinking and dimming adjustments. Lenz Agency of North America, P. O. Box 143, Chelmsford, MA 01824; www.lenz.com.

Tony's Train Xchange is offering new versions of its Power Shield Circuit Breakers and Auto Reversers for DCC power regulation and segmenting. Tony's Train Xchange, 57 River Rd., Unit 1023, Essex Junction, VT 05452-3842; www.tonystrains.com.

Tools

Donegan Optical has a new head gear magnifier with optical grade prismatic lenses. The OptiSIGHT comes with three interchangeable lens plates for 3X, 4X, and 5X magnification. A 7X magnification lens is also available. Donegan Optical Co., 15549 W. 108th St., P. O. Box 14308, Lenexa, KS 66215; www.doneganoptical.com.

The common utility knife gets a new look and feel with X-acto's Ergo Utility Knife. The handle is shaped for a more comfortable fit in the palm and comes in three colors: chrome, plum, and metallic green. X-acto Inc., One Commerce Square, 2005 Market St., Philadelphia, PA 19103-7085.

Xuron's new wire stripper/cutter comes with a wire gauge selection wheel so the user can dial in the wire size for ease in stripping insulation. Xuron Corp., 60 Industrial Park Rd., Saco, ME 04072.

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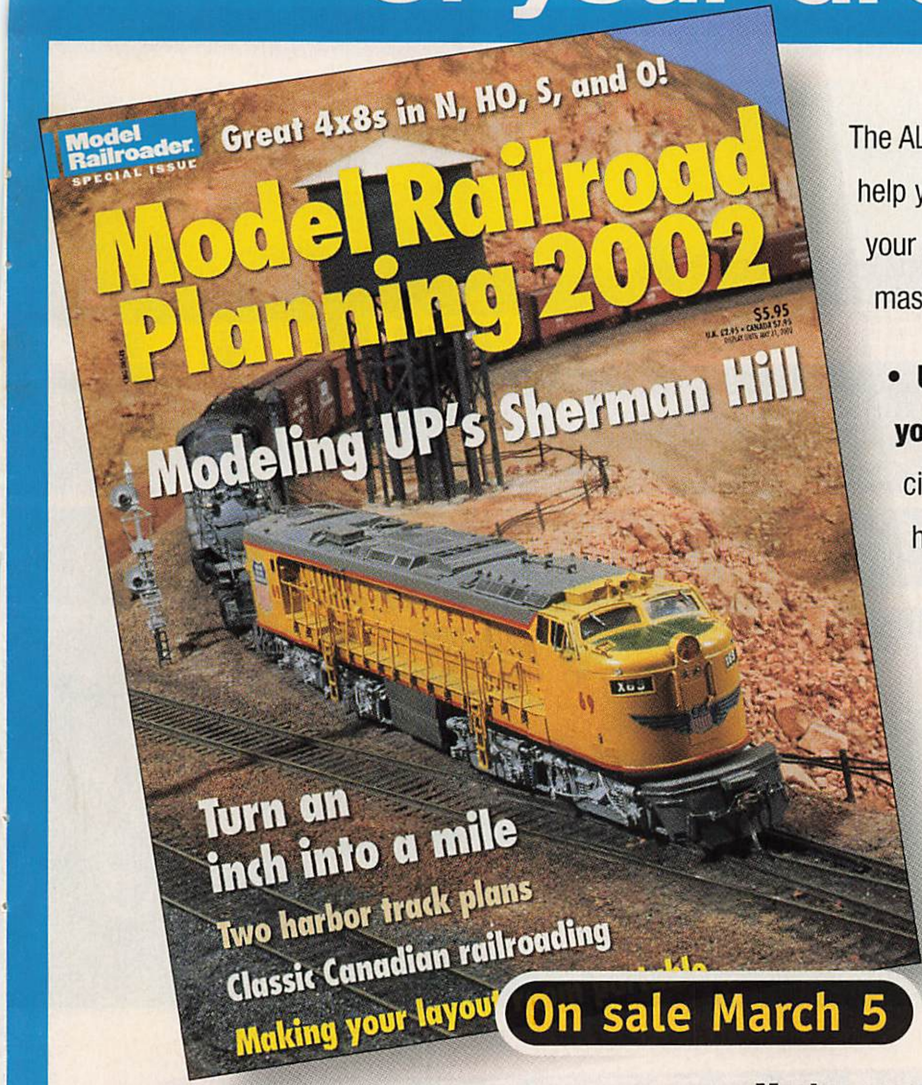
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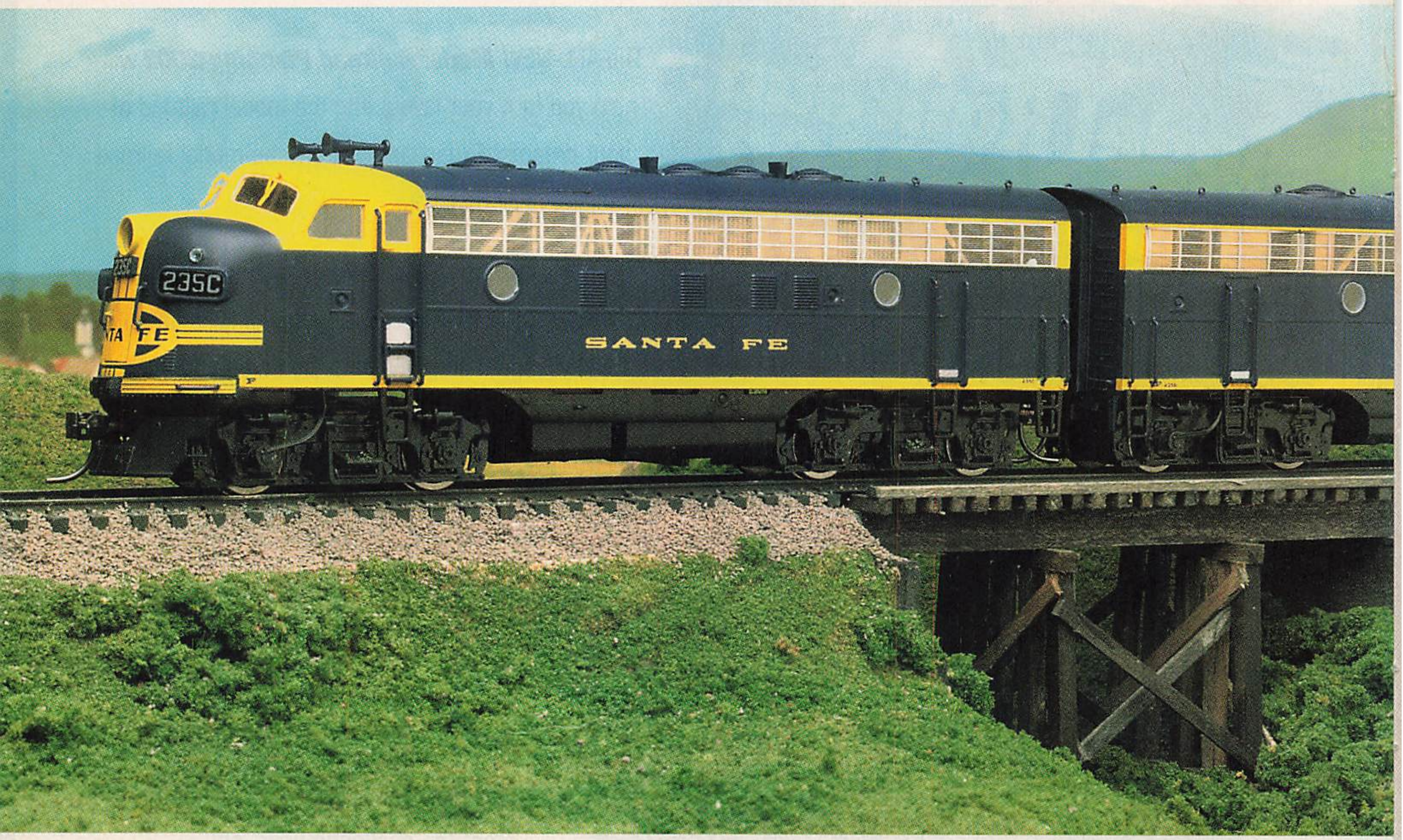
235C
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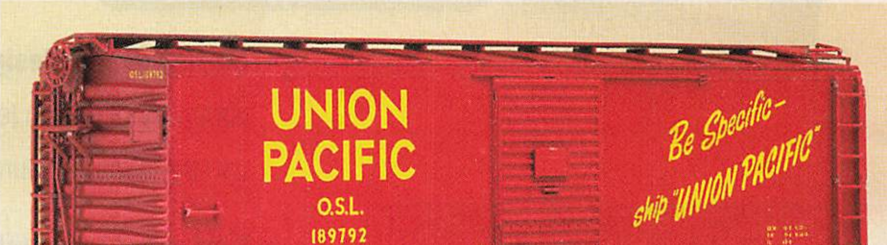
▲ **HO scale EMD F7A-B:** InterMountain Railway Co. has released kits for EMD F7 A and B units in the Atchison, Topeka & Santa Fe's "Cigar Band" paint scheme introduced in 1953. The A unit sells for $134.95 and a powered B unit sells for $124.95. Unpowered B units are also available. InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839; www.intermountain-railway.com.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▶ **HO scale Union Pacific boxcar:** Red Caboose is offering a 1937 AAR single-door 40-foot boxcar kit painted and lettered for the Union Pacific with the slogan "Be Specific – Ship Union Pacific." It sells for $16.95. Red Caboose, P. O. Box 250, Mead, CO 80542; red-caboose.com.

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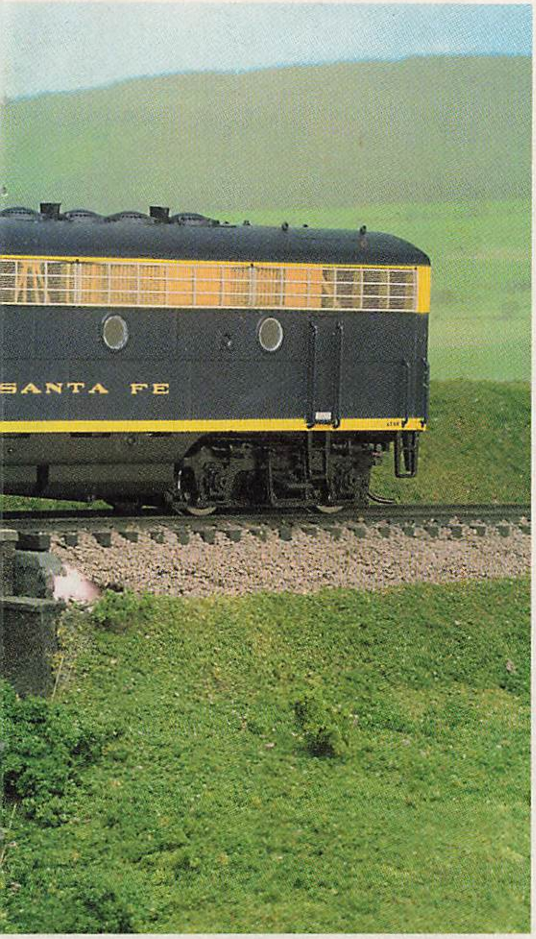

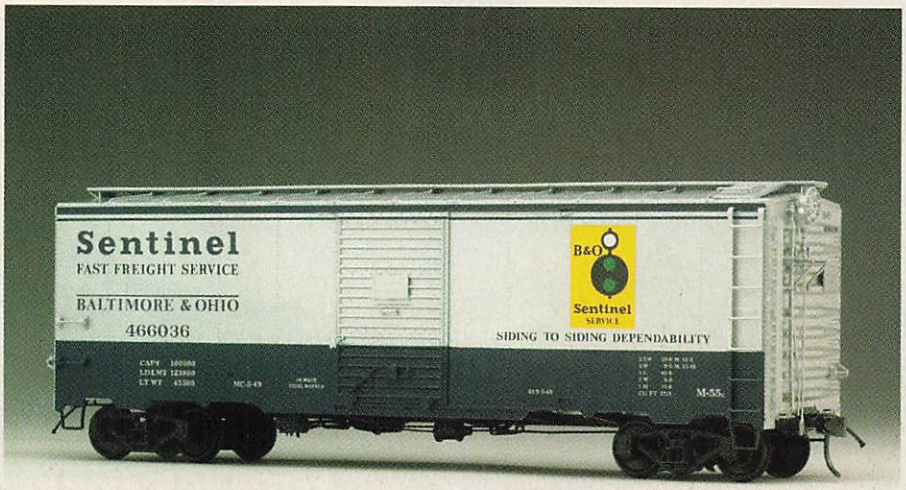
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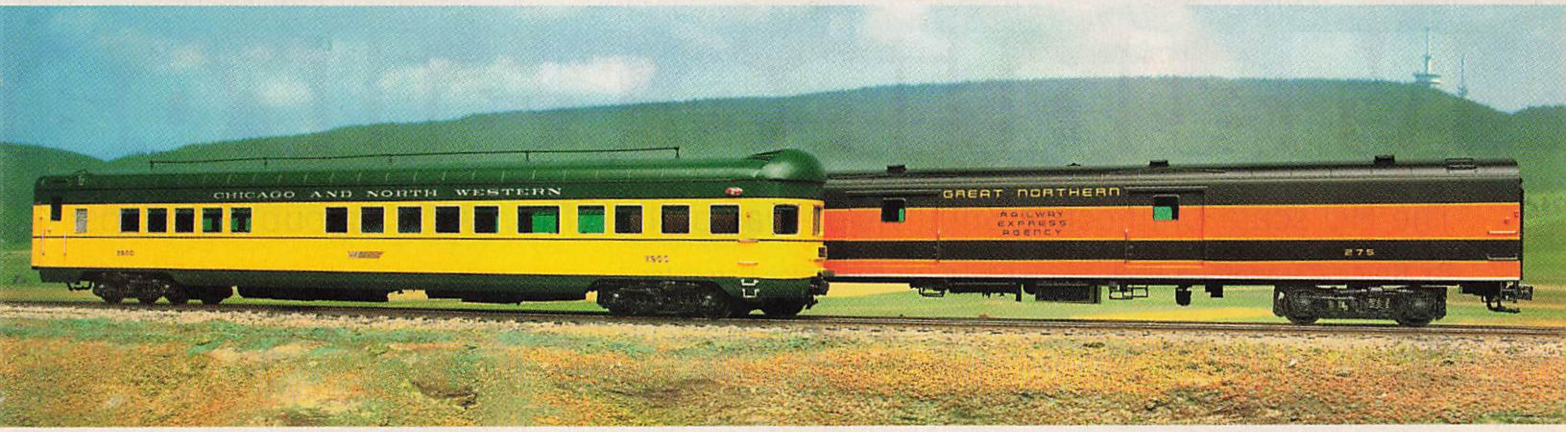
▲ O scale 40-foot B&O boxcar: InterMountain Railway has an O scale 1937 AAR 40-foot boxcar painted and lettered for the Baltimore & Ohio's Sentinel fast freight service. The suggested retail price is $48.95. InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839; www.intermountain-railway.com.

▼ HO scale brass observation and baggage cars: Among the new passenger train cars from Railway Classics are the factory-painted Chicago & North Western observation-lounge car selling for $490 and the Great Northern 73-foot baggage car selling for $420. Railway Classics, P. O. Box 22011, Eagan, MN 55122.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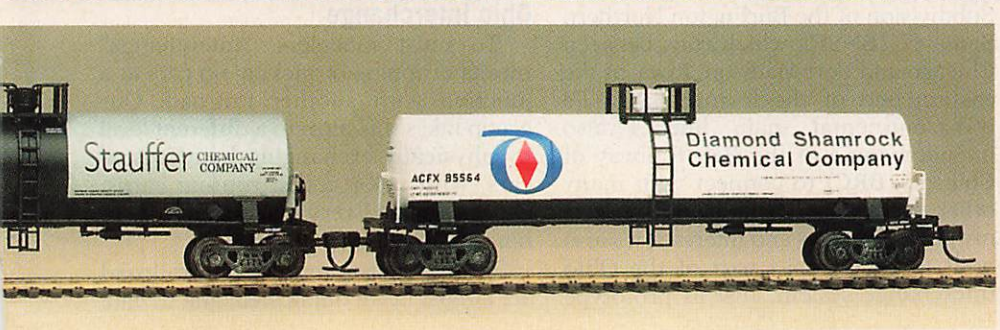
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701
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Mainline railroa

The HO scale Chillicothe Subdivision was built to fit in with a group of friends

By Bruce Carpenter • Photos by Doug Leffler and Bruce Carpenter

My interest in trains has been lifelong, but a few years ago I had just about given up model railroading. I'd tried solo modeling, operating groups, and clubs, and none of them were doing anything for me. Then I met some people who gave me a whole new perspective on the hobby. They weren't just operating each other's layouts, they were interchanging cars and trains between seven different model railroads, all built as parts of two major routes between Chicago and Kansas City. This was really model railroading with a purpose, and I was hooked.

After railroading for a while with this "Ohio Interchange" group I had the opportunity to add my own railroad to the system, based on the Chillicothe Subdivision of the Burlington Northern Santa Fe (BNSF), which runs between Chicago and Fort Madison, Iowa, at the eastern end of the former Santa Fe transcontinental main line. I also included some of the Belt Railway of Chicago (BRC) to connect with many other roads. While this layout reflects my personal tastes and interests, it's also built to function as part of the Ohio Interchange system. Just as prototype railroads are connected into a continental network, our model railroads form a functioning network in HO scale.

Ohio Interchange

To most modelers, "interchange" means dropping or picking up cars at a junction with another railroad. Our group takes this term to a different level by physically exchanging hundreds of cars, with color coded routing cards, each month. Every participant takes home about 75 to 150 cars.

Train consists on any one railroad are almost never duplicated, and to date

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we've had no serious damage or any lost or misplaced cars. The foolproof car routing system we use (see sidebar on page 60) gets every car where it's going.

Diversity is the key to making the system work. Each of us models a different railroad and locale, connecting via different lines at both ends. My layout represents present day railroading, while someone else models Penn Central. The system is designed to accommodate almost any interest from 1970 to present day.

Planning the Chilli

I entered the picture when my wife and I were ready to begin construction of our new home. I drew plans based on the basement blueprints even before the builders got started. Soon after moving in, I finished the basement with walls, ceiling, and lighting. Benchwork came next and the layout quickly took shape. In approximately six months, I was ready for an operating session.

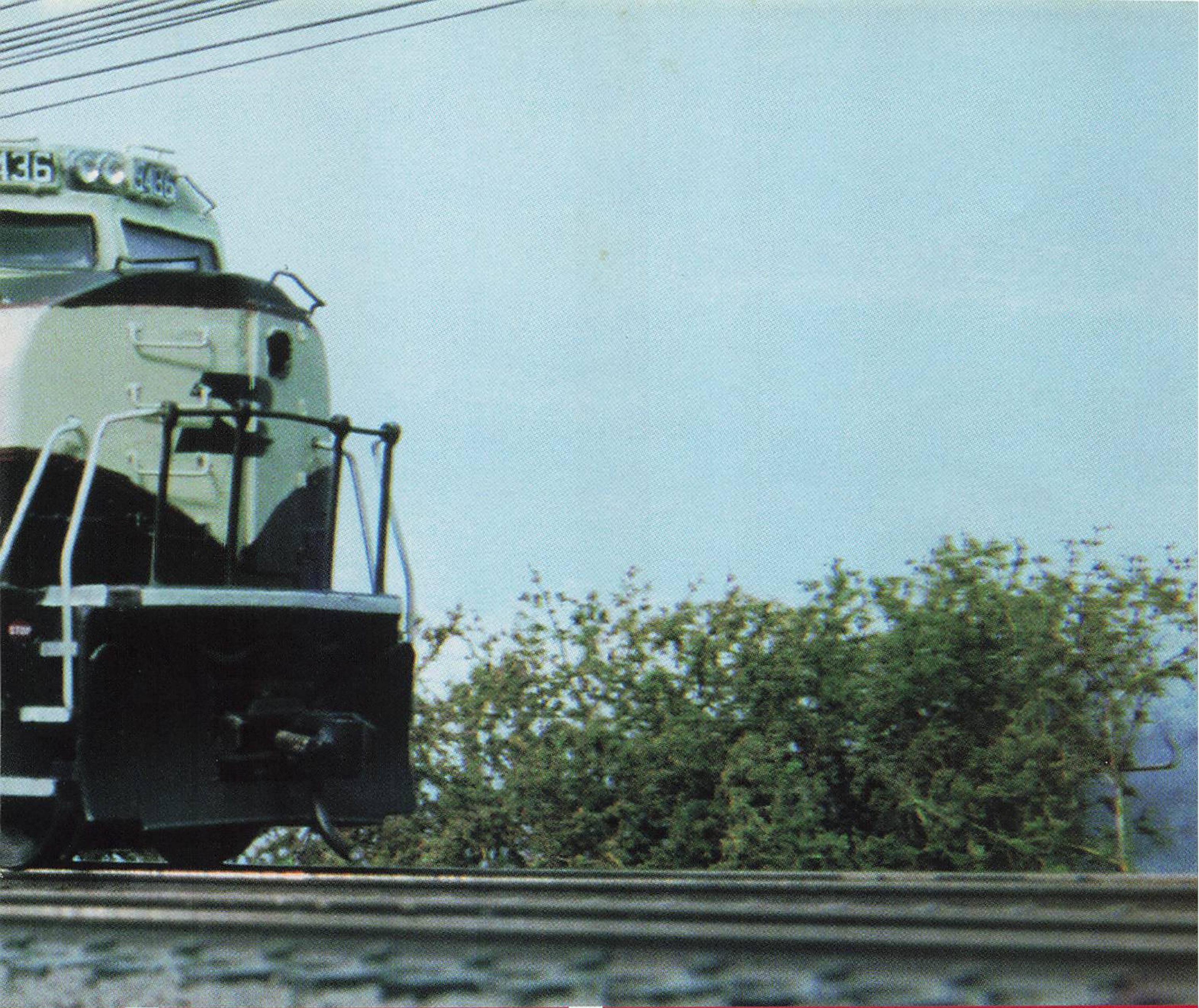
My goal was to portray modern heavy-duty railroading at its best. I wanted a high-speed main line with Centralized Traffic Control (CTC) and dense traffic – 35 or more trains in a four-hour operating session – and six mainline cabs. The layout also had to be a linear design, because like David Barrow I didn't want to see trains pass through the same scene twice.

I've always had an interest in junctions, interlocking towers, and diamonds (crossings). I didn't want to incorporate a crossing as just an interchange point or part of the scenery. I wanted it to function in four directions, with transfer tracks in at least three of the quadrants.

Auto rack, coal, and intermodal traffic ranked high in the traffic department, so the industrial base had to serve those businesses. Classification and interchange yards are interesting too, so I threw one of each into the mix as well. Except for the kitchen sink, that just about covers it!

Location! location! location!

As I searched for a prototype locale to meet that ambitious want list, the Chicago area jumped off the map. I could incorporate heavy traffic in a



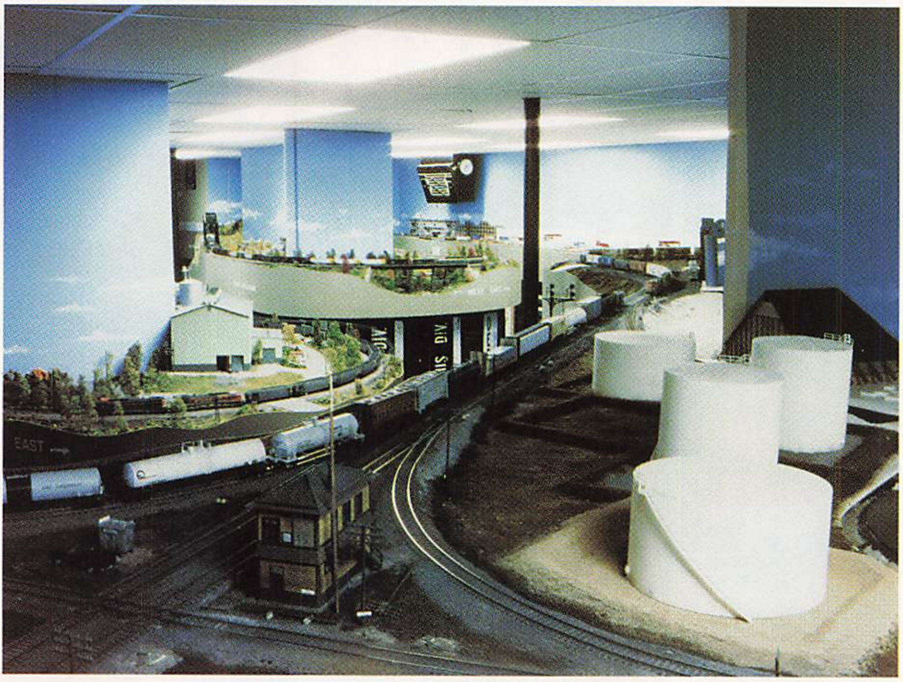
e interchange

▲ **1.** A high speed eastbound UPS "Z" train overtakes a loaded Powder River Basin coal train, both bound for Chicago, just west of McCook, Ill., on Bruce Carpenter's HO scale Chillicothe Subdivision.

▶ **2.** Down at Willow Springs yard, CLKCE-01 (Clearing Yard-Kansas City Empties) behind SD70MAC 9448 eases down to a stop signal on number one track. Yard engine 1569 had been switching Gold Medal Flour on the other side of the main, but is now back in the clear for mainline traffic.

variety of combinations. Besides the business I'd already listed, I figured I could work in a sizable steel processor, a power plant, and a large grain mill in outlying suburbs.

5318
Santa Fe
5318



I set out to simulate the BNSF and the BRC action I see when I go trainwatching in Chicago. Staging tracks for approximately 20 to 24 trains over each line would let me represent these prototypes on a typically busy day. The way I see it, traffic density and mileage are inversely related on a large layout. You can go for a long main line, ten or so scale miles, and run fewer trains per session, maybe 12 to 24 in four hours. Or like me you can be satisfied with less mileage but enjoy higher traffic density.

My four staging yards represent specific locations: Corwith Yard (BNSF

◀ **3.** The Nerska Tower operator has this view of Bruce's Chillicothe Sub layout. At right east- and westbound trains meet on double track, in the distance a coal train rolls east through Chillicothe, and across the aisle another eastward coal train with distributed power on the rear is wrapped around the curve at Stronghurst.

Chicago), Fort Madison (BNSF en route to Kansas City), Clearing Yard (BRC's Chicago headquarters), and Proviso Yard (where BRC connects with Union Pacific in Chicago). Each has 12 tracks 20 feet long, or long enough to hold 24 50-foot cars and two or three locomotives. That allows us to simulate the traffic density of the prototype.

Layout considerations

My versions of the Chillicothe Subdivision and the BRC operations between Clearing Yard and other Chicago terminals are loosely based on their prototypes. I say loosely, because of several accommodations to both modeling interests and the confines of my basement. For example, while the real Chillicothe Sub is entirely double track, I included stretches of some single track between West Willow Springs and Stronghurst. This designed bottleneck adds to the challenge for the dispatcher – after all, I didn't want him falling asleep!

Most of the towns are in prototypical order but the industries are fictitious to fit the needs of the interchange group. Some key prototype features, like the Willow Springs United Parcel Service terminal, the Illinois River bridge at Chillicothe, and Edelstein Hill, are selectively compressed and relocated to fit the layout.

The Nerska Crossing of the BRC and BNSF satisfies my wish for a functioning diamond. This is a key design feature that allows the 48 staging tracks to flow together, creating varying and believable Chicago operating scenarios. A working crossing on a linear layout usually requires some kind of duckunder. I built some mockups at various heights and let my friends find the best compromise. What we finally settled on was a "stoopunder" passage with 54" clearance.

▲ 4.The ZKCCH-03 (Kansas City-Chicago intermodal) blasts past the long-closed depot at Williamsfield. Train watcher Doug Leffler – that's Doug's Blazer by the depot – was on hand this day to capture a now-rare SD45 on the point. Although the depot has seen better days, the town is alive and well, hosting a paper processing plant, grain elevator, and large power plant.

Finally, I decided early on that I could give up some mainline mileage in exchange for operator comfort. The aisles are mostly 36" wide and often wider. Since I've never seen a double-deck layout that really thrilled me, I didn't consider that approach.

Operations and operators

A typical operating session begins with about 40 or so trains in staging yards, several local jobs working out of Willow Springs, and an empty coal train or two out of the power plant at

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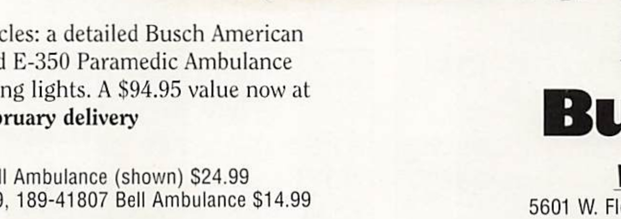

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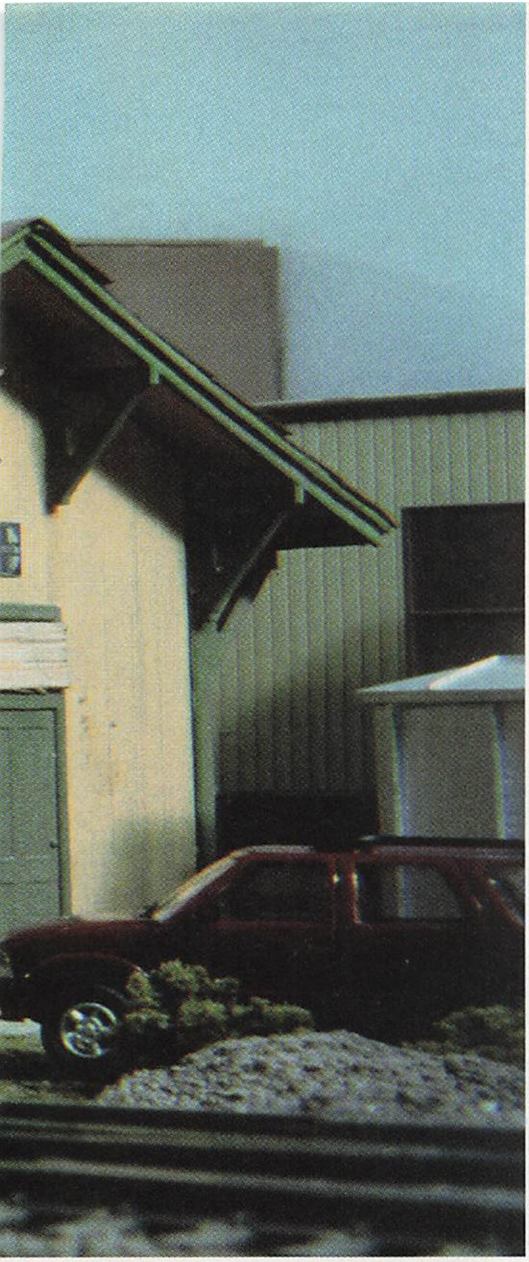
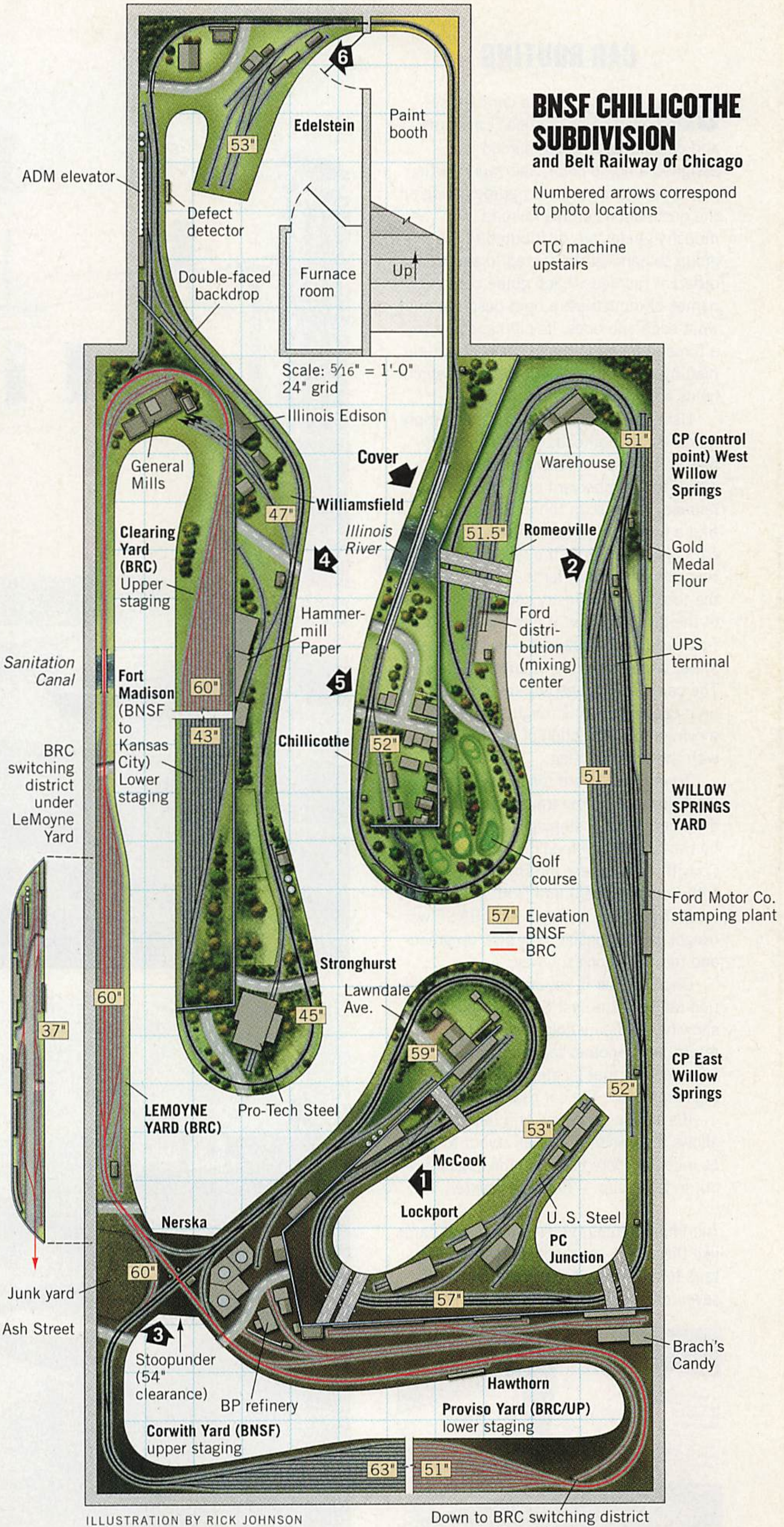




BNSF CHILLICOTHE SUBDIVISION
and Belt Railway of Chicago

Numbered arrows correspond to photo locations

CTC machine upstairs

6
Edelstein
Paint booth
53"
ADM elevator
Defect detector
Furnace room
Up
Double-faced backdrop
Scale: 5⁄16" = 1'-0"
24" grid
Illinois Edison
General Mills
Cover
Warehouse
51"
CP (control point) West Willow Springs
Williamsfield
47"
Clearing Yard (BRC) Upper staging
Illinois River
4
51.5"
Romeoville
2
Gold Medal Flour
Hammermill Paper
Ford distribution (mixing) center
UPS terminal
Sanitation Canal
5
Fort Madison (BNSF to Kansas City) Lower staging
60"
43"
Chillicothe
52"
BRC switching district under LeMoyne Yard
51"
WILLOW SPRINGS YARD
Golf course
Ford Motor Co. stamping plant
57" Elevation
BNSF
BRC
Stronghurst
Lawndale Ave.
37"
60"
45"
59"
CP East Willow Springs
52"
LEMOYNE YARD (BRC)
Pro-Tech Steel
53"
McCook
1
Lockport
U. S. Steel
PC Junction
Nerska
60"
Junk yard
57"
Ash Street
3
Stoopunder (54" clearance)
Brach's Candy
BP refinery
Hawthorn
Proviso Yard (BRC/UP) lower staging
Corwith Yard (BNSF) upper staging
63"
51"
Down to BRC switching district under LeMoyne Yard

ILLUSTRATION BY RICK JOHNSON AND ELISABETH ROWAN

The layout at a glance

Name of railroad: Chillicothe Sub
Scale: HO (1:87)
Size of layout: 23 x 62 feet
Prototype: Burlington Northern Santa Fe and Belt Railway of Chicago
Locale: BNSF's ex-Santa Fe line from Chicago, Ill., to Fort Madison, Iowa
Period: present day
Layout style: linear walkaround
Layout heights: 43" to 64"
Benchwork: open grid
Roadbed: plywood and Homasote
Track: Atlas code 83 flextrack
Length of mainline run: 300 feet
Turnout minimums: no. 6
Minimum curve radii: 32"
Maximum grade: 2 percent
Scenery construction: Hydrocal over cardboard lattice
Backdrop construction: ⅛" Masonite
Control: dispatcher block control with Aristo-Craft wireless cabs

CAR ROUTING

Our group uses a simple car card system based on color-coded car cards and colored tags. Each railroad is assigned a home color, and every participant develops an industry guide listing all the destinations on his railroad. The industry guides are distributed to the group so cars can be routed to and from different railroads. Each guide contains names of industries, a brief description of what each one does, its car capacity, and a three-letter code. Each car is accompanied by a slotted, color coded card which holds a tag or tags for routing.

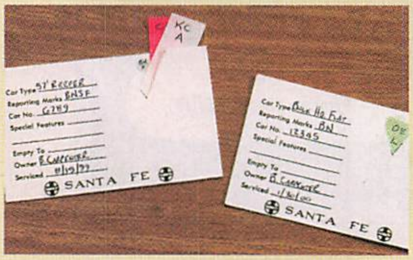
Using the guide, I can stage an empty flatcar on my railroad, route it to a lumber producer on another railroad, and return to a lumberyard customer on my railroad. I first scan the industry guides to find a lumber supplier. Then I find a precut colored tag from the railroad where this car will be sent for loading. I fill in the three-letter industry code on the top of the tag and insert it into the card slot. I can add another tag for a receiving customer on my own line or anyone else's. The car is then staged on my railroad, to be picked up by way freights or locals moving in the direction of the railroad with the first color tag.

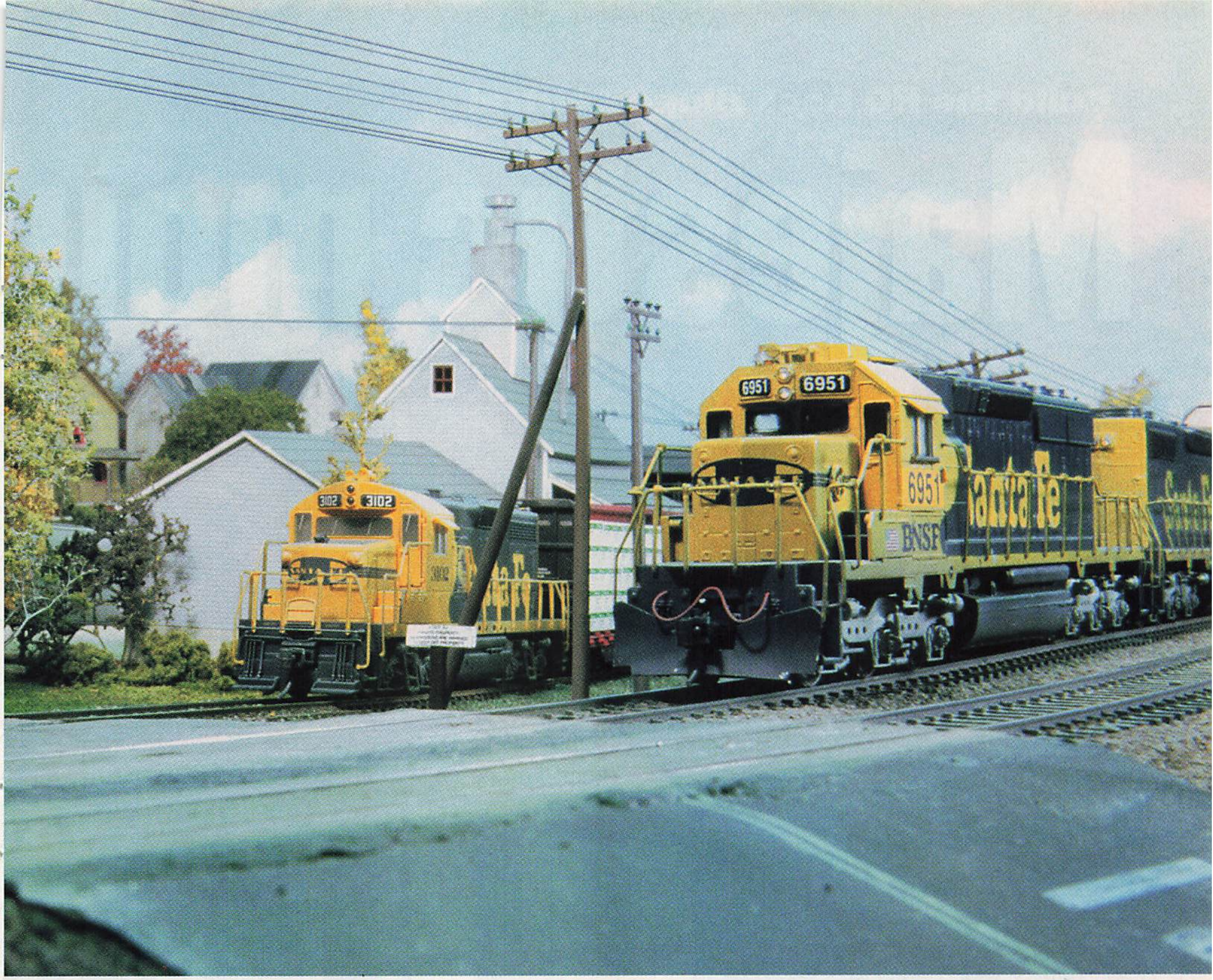
Train consists are made up of matching color tags. Some trains may contain different colors if staging yards are shared by two or more railroads. One example is Corwith Yard, where the BNSF connects with Conrail (green) and Norfolk Southern (red). Therefore, an eastbound BNSF way freight would consist of or pick up green and red tags along the way.

Once the car is set out on the destination railroad, the first tag is removed, showing the home color for automatic return, or if another tag appears the car is forwarded to that location. When the final tag is removed, the car returns home.

It's simple and easy, and best of all allows the owner of a small layout to route as much or more traffic as the largest layout in the group. – *Bruce Carpenter*

The Ohio Interchange group uses car cards like these with color-coded destination tags to route cars both on and between seven different layouts.





▲ 5. Oops! Things don't always go as planned. A sticky hand brake delayed the crew of the West End Local just long enough for their dispatcher-allotted work window to disappear. The local, with GP20 3102, is now stuck in the "hole" at Chillicothe while at least three westbounds roll by.

◀ 6. Here's an overall view of the industrial area at Edelstein, with a westbound carload freight train slipping by on the main line.

Williamsfield. At certain times of the year, the grain elevator at Williamsfield swings into action and is served by inbound empty and outbound loaded unit trains. Some trains take as little as five minutes to operate, others, like a switch job, may take an hour or longer.

The tower operator at Nerska handles nearly every move on each railroad through the interlocking plant. The interchange yard also falls under the tower operator's duties. The dispatcher, stationed at a CTC machine upstairs, has his hands full making decisions about meeting and crossover points to avoid delays for the many fast BNSF intermodal and vehicle trains.

The BNSF side also employs a full-time classification yard operator who tends to the auto mixing terminal, intermodal yard, and business car park, and oversees all inbound and outbound moves within yard limits. Six to eight road crews are required for a smooth operating session.

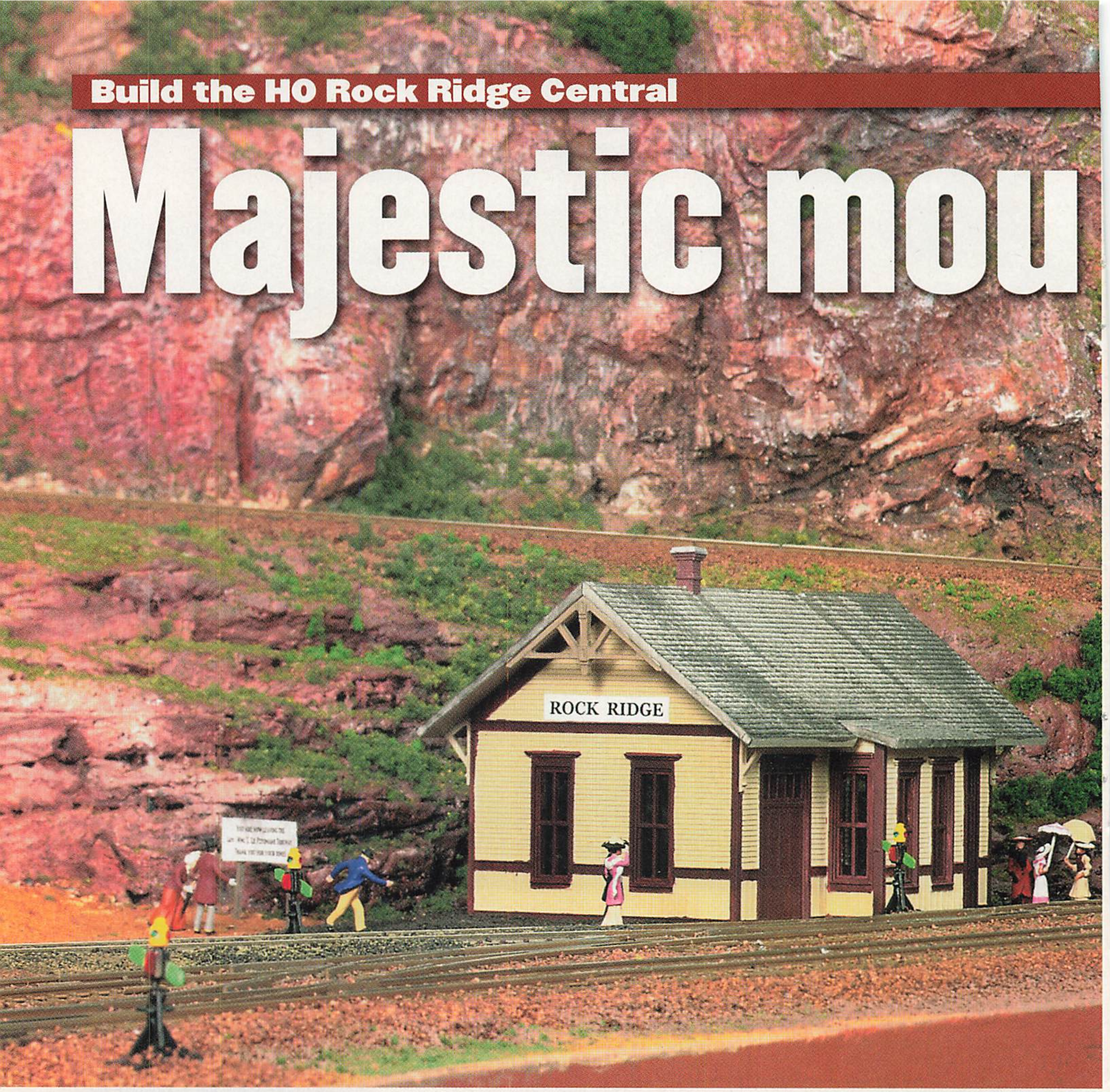
Credit where due

I was fortunate to have parents who supported my interest in trains. We took many trips to visit railroad points of interest while I was living at home. When I got married, my wife gave me even more support for my hobby. When it was time to build the layout, my friends spent many late evenings working with me. Many people deserve credit for making the entire Chillicothe Sub work. To Garth, Eric, Doug, Mark, Rendal, Chip, Kevin, Phil, Allen, and Jim, thanks again! ♁

Bruce Carpenter and his wife, Jackie, are rail speeder enthusiasts. Shown here in Durango, Colo., they travel all over the United States to ride in motorcar excursions. Bruce is an engineering manager for an appliance component manufacturer in Ohio.

Build the HO Rock Ridge Central

Majestic mou



By Jim Kelly
Photos by Jim Forbes

Last month we introduced the Rock Ridge Central, our small-but-tall HO 4 x 8-foot layout, and got a train running on the main line. This month, reversing nature's way of doing things, we'll build our branchline grade up into the hills. Then we'll build the hills themselves using foam insulation board, plaster cloth, and plaster rock castings.

The ramp

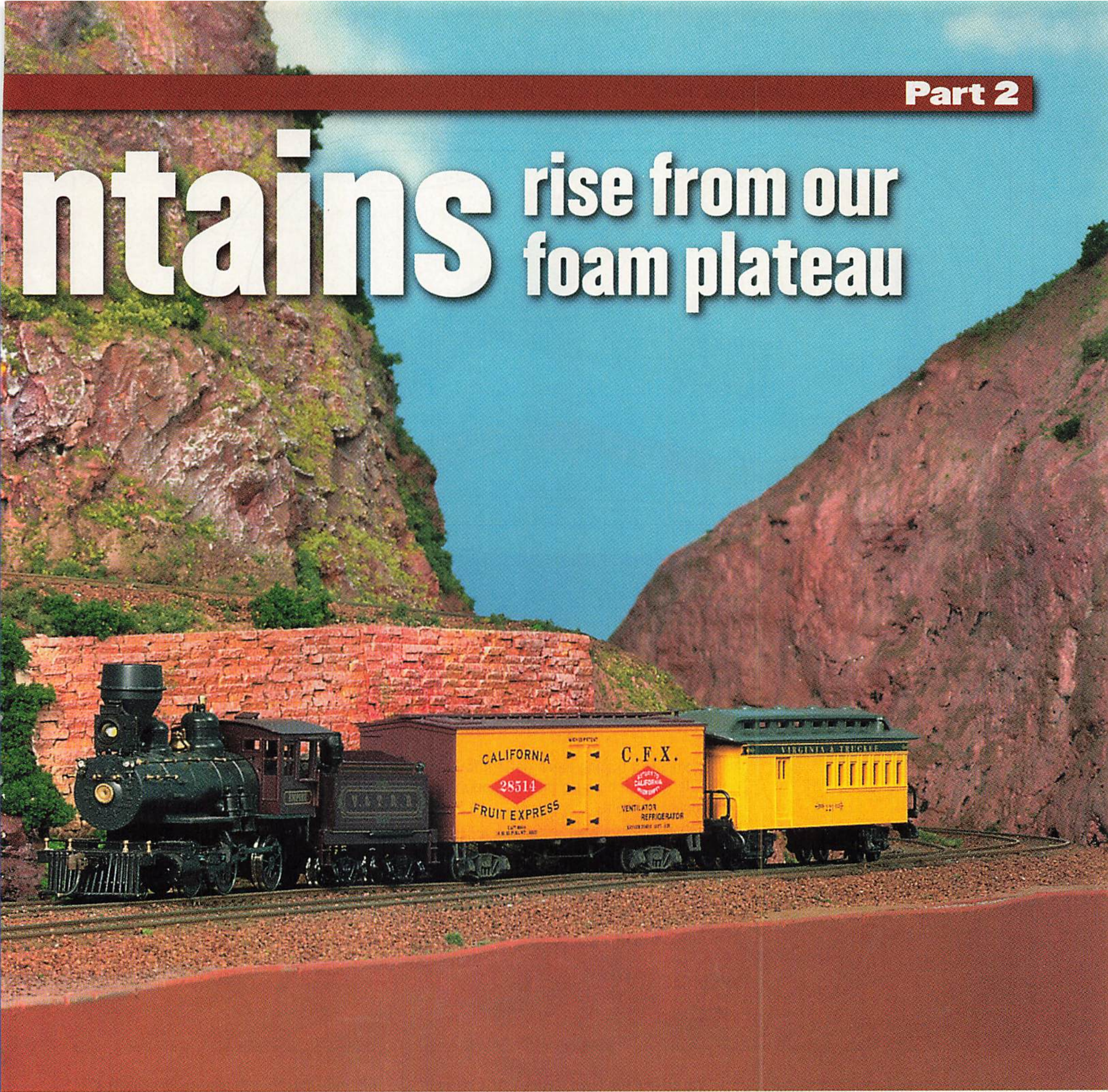
For the grade we used a Woodland Scenics 4 percent foam incline, as shown in fig. 1. After temporarily attaching the incline parts with Woodland Scenics scenery pins, we checked with our 18"-radius curve template to make sure all was well (fig. 1). Then out came the caulk gun and we bonded the ramp on with Liquid Nails for Projects construction adhesive.

To keep the bridge portion of the climb level we cut a piece of 1" foam to size and glued it atop the 2"-thick temporary bridge.

Work down from the top of the grade with the upper two incline sections, and assuming you have also worked up from the bottom, you'll have a 9"-10" gap to fill with 2" material. We used Woodland Scenics 2" risers, but you can use your 2" foam and save the expense of buying a box of risers just for the one you need. Mark the 2" foam with your 18"-radius curve template and cut out an appropriate piece.

Part 2

ntains rise from our foam plateau



Topping the ramp

We followed Woodland Scenics' suggestion and covered the incline with the company's plaster cloth, as shown in fig. 2. Seizing this opportunity to start our scenery we wadded small pieces of paper toweling to establish shoulders on our fill, then wet them with water from a spray bottle so they would behave and stay where we wanted.

We also began filling in the center of the curve where the big hill would go with slabs of 2" foam board. These need not be cut precisely and you don't even have to saw the pieces: Just score them with a cake or paring knife and break them across your knee or the edge of a work table.

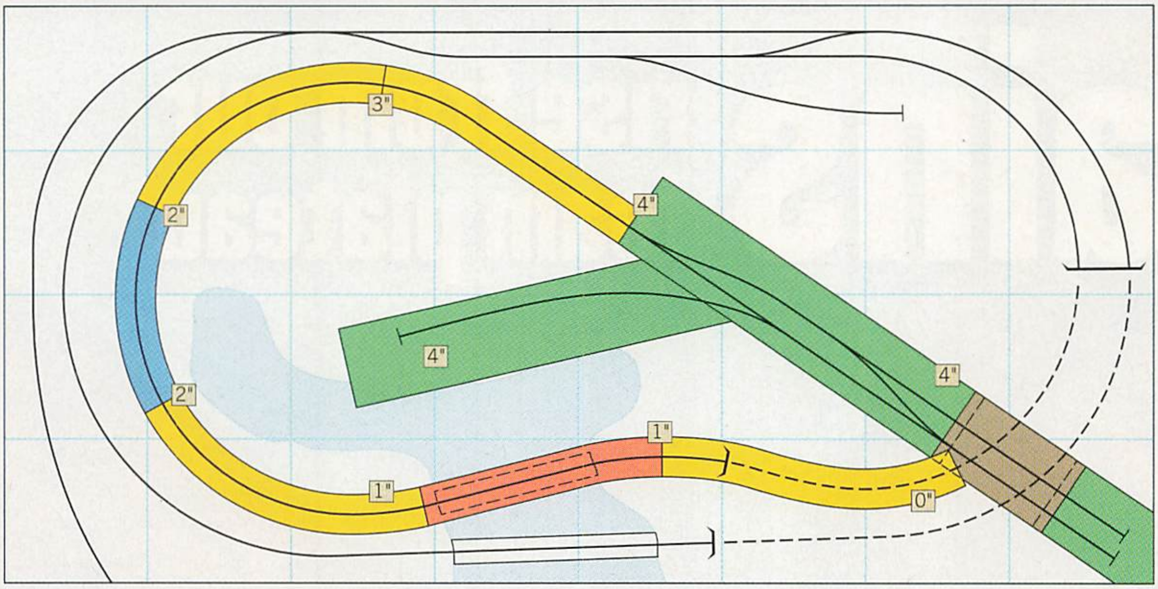
For now we built just enough of the mountain to start the trackside cliff with the plaster cloth laid over the ramp. Keep the cliff bottom at least 2" away from the edge of the roadbed to avoid clearance problems later.

We cut the plaster cloth into 6"-wide strips, dipped them quickly into water in a paint roller tray, then applied them. (The Woodland Scenics cloth is flimsier than other brands we've used and tends to wad if left in the water more than a second or two.) Because we wanted a flat, even surface we tried to avoid thick overlapping.

After the cloth was thoroughly dry we sanded the high spots. Don't expect exceptional success at this, as the cloth dries literally "hard as a rock."

We sanded carefully on the transition from grade to level at the top of

Fig. 1 FOAM INCLINE



ILLUSTRATIONS BY RICK JOHNSON

🟨 Woodland Scenics 4 percent incline

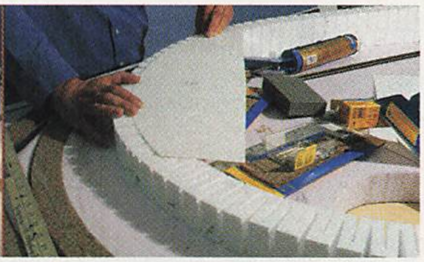
🟧 1" foam filler section

🟦 2" foam filler section

🟩 Mine-level roadbed, 2 layers 2" foam

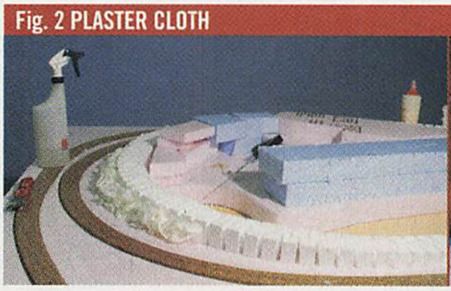
🟫 Masonite bridge

We made a tracing paper pattern for the 1" filler section between the first and second incline sections.



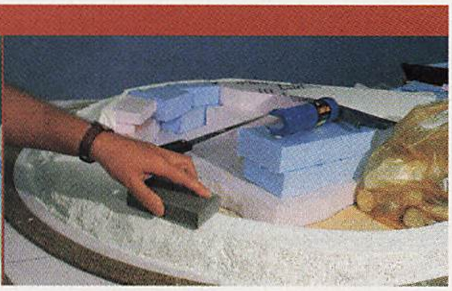
Our template helped us maintain our 18" radius. We positioned the foam incline with Woodland Scenics scenery pins.

Fig. 2 PLASTER CLOTH



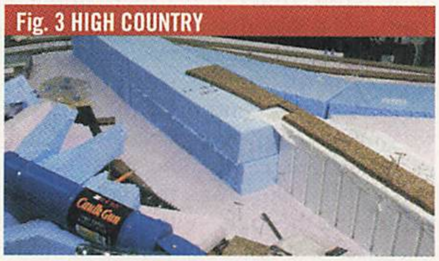
Wadded paper formed shoulders on our incline. The foam support for the upper level track has been installed on the right.

We draped the foam incline with plaster cloth dipped quickly in water, at the same time getting a start on the adjacent scenery.



After the plaster cloth had set we knocked off high places with a sanding block to get as smooth a roadbed as we could.

Fig. 3 HIGH COUNTRY



The mine area is built on two foam slabs. Make them plenty wide and carve later.

the ramp (fig. 3) to avoid a hump that might cause derailments later. (Before you lay the track there, solder rail joints between the uphill flextrack and the nearby turnout so you'll have a smooth transition at the top of the grade.)

Alas and alack the center-line problem reared its head again and we drew it on once more with our 18" template.

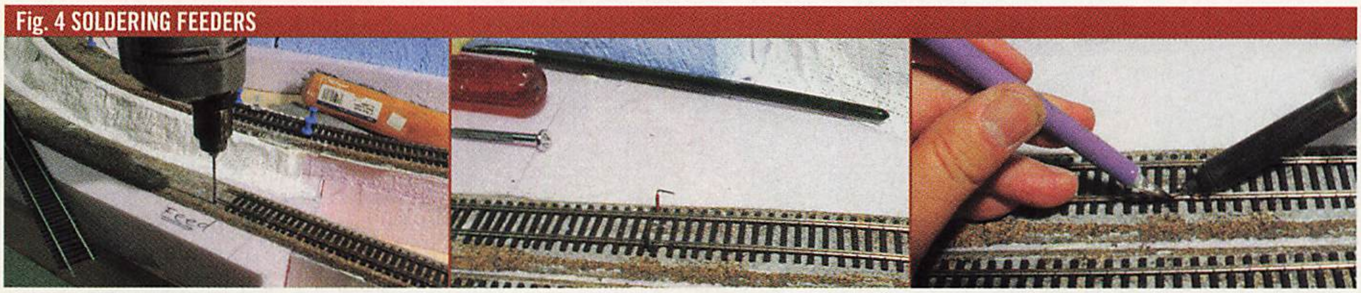
Last month we covered laying cork roadbed with construction adhesive. A big advantage is that we can bed it about 1⁄16" thick, allowing us to even out small humps and dips. (The same principle holds for laying track. Just don't force it and make dips when pinning it.)

Track and feeder wires

Now's a good time to complete the track and wire the layout so the mountains won't get in your way.

Figure 4 shows how to attach feeder wires. If you plan to run just one locomotive one set of feeders is all you need.

Fig. 4 SOLDERING FEEDERS

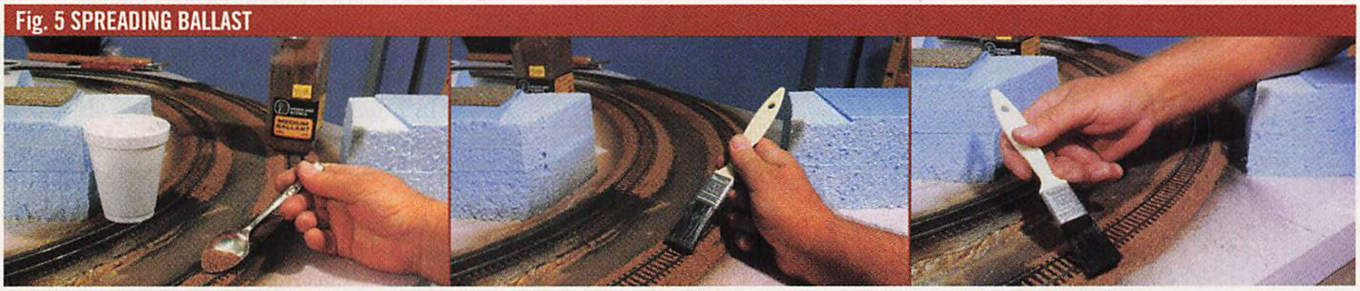


We used 1/16" piano wire, the end ground at an angle, to drill through the layout. To avoid flailing poke the wire in before starting.

Our feeder wires are no. 20 solid doorbell wires from Radio Shack. Clean and tin both the wires and the rail sides.

We hold the wire against the rail with a knife blade while applying heat. The solder should flow within several seconds.

Fig. 5 SPREADING BALLAST

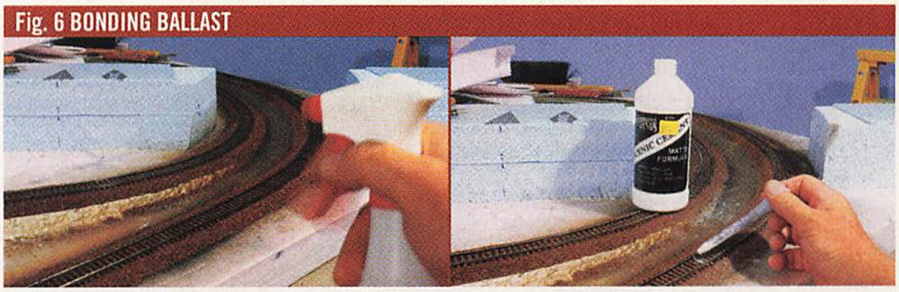


A teaspoon works well for distributing ballast. Tapping it lightly against the rail helps control the flow.

Brush the ballast between the ties lightly to level it. Tap the track gently with the brush handle to clear the tie tops of most particles.

Use the side of the brush to pat the shoulder ballast into shape. If you didn't sand the cork shoulders you'll pay the price now.

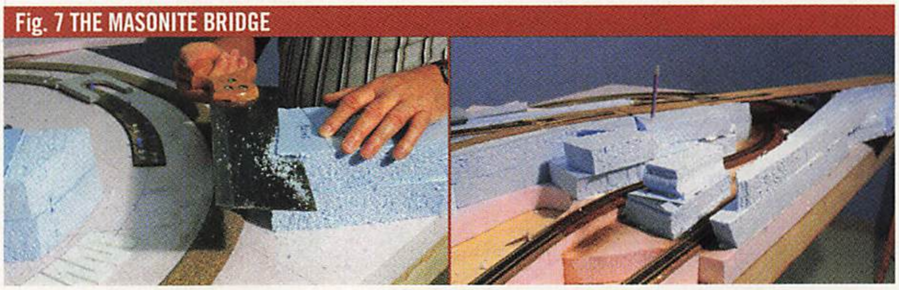
Fig. 6 BONDING BALLAST



We sprayed the ballast thoroughly with rubbing alcohol from the drug store. You want the ballast soaked to avoid crusting.

A medicine dropper is perfect for dribbling on scenery cement. Keep going until the cement is bleeding from the shoulders.

Fig. 7 THE MASONITE BRIDGE



We cut shallow notches in the foam right-of-way to support the Masonite bridge above the lower level tracks.

The bridge has been installed and we've started building the foam scenery form for the surrounding hills and cut.

Andy Sperandeo wired the Rock Ridge for two electrical blocks, the main line and the branch line. (The locations for the insulating joiners were shown last month.) Because we'd be taking the layout out to a show or two we installed a Circuitron AR-2 automatic reverse unit and DT-4 rolling stock detector on the branch line so the mine train would shuttle back and forth between the mainline station and the mine. An adjustable delay automatically lets the mine train lay over for 30 seconds or so at each end of the run.

Ballasting under the mountain

Before building our hill over the tunnels we painted and ballasted the track there, using Floquil Rail Brown in a spray can. Floquil is a solvent-based paint so use it outdoors if you can or open a window and set up a fan to exhaust the room. By all means wear a paint mask.

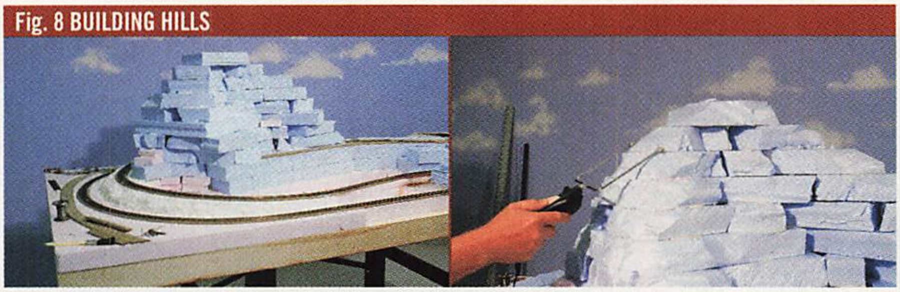
After about 20 minutes we scraped the paint off the tops of the rails with a putty knife. It's much easier to remove before it cures.

A good job of ballasting takes patience and time and you'll probably want to "spread it out" over several sessions. Jim Schulz, an associate editor at *Trains.com*, was our ace ballaster and did about 80 percent of the layout.

Step one is spreading the material over the track, as shown in fig. 5. We used Woodland Scenics Brown Medium, first running a line down the middle of the track, then one on each shoulder. A 1" artist brush worked well for evening it out. Sometimes you brush gently, other times you pat lightly with the flat side of the brush – you'll soon get the hang of it.

To bond the ballast we first misted it thoroughly with rubbing alcohol, using an inexpensive household spray bottle. See fig. 6. The alcohol will penetrate

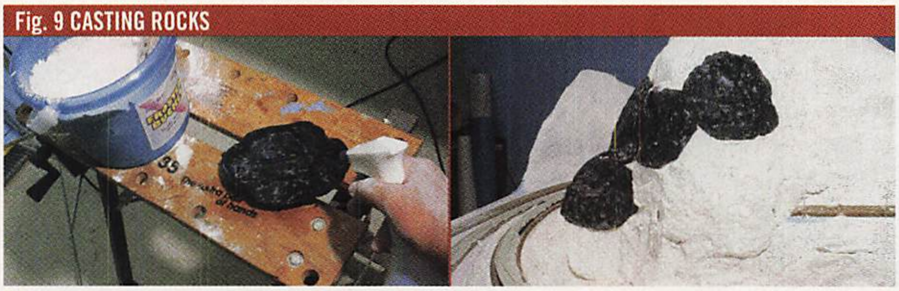
Fig. 8 BUILDING HILLS



We piled slabs of foam to form the big hill. Count 'em up and you'll see we're nine slabs (18") high. Play with the shapes as you go.

We carved the foam with a hot-wire tool and also used kitchen knives and a Surform tool. Plaster cloth made the final surface.

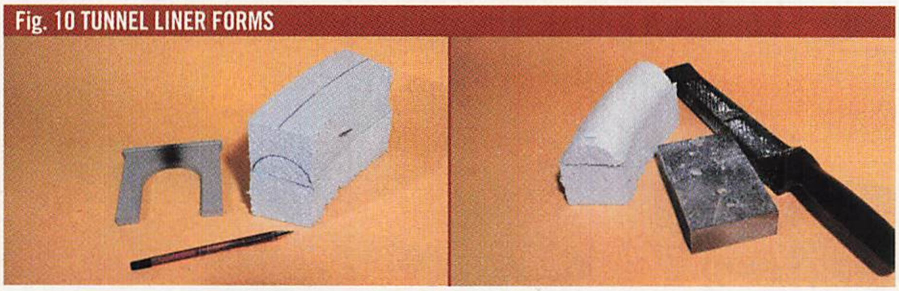
Fig. 9 CASTING ROCKS



To help the plaster flow we sprayed the molds with water made wetter with a little dishwashing detergent.

Let the molds set until the backs warm (the plaster has "kicked"). Blend the rocks together while the plaster is still workable.

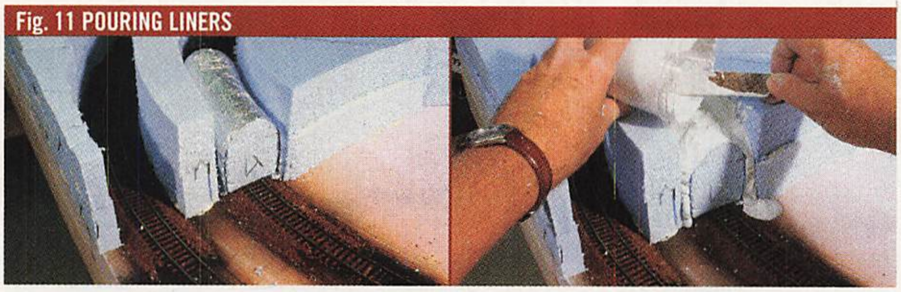
Fig. 10 TUNNEL LINER FORMS



To cast tunnel liners we first made foam cores, using a Chooch portal as a guide and cutting the foam with a saber saw.

We shaped the core with a Surform tool. The two parts were tack glued so they would separate for easier removal from the cast liner.

Fig. 11 POURING LINERS



Wrapping the core with crinkled aluminum foil gave a chiseled rock texture to the plaster after the foil was peeled away.

Our plaster mix was thick to avoid too much slippage front and rear. We tamped the sides of the pour gently so our mold would fill.

immediately without disturbing your nice work. (It's far more effective than water laced with a detergent.)

Next we applied Woodland Scenics scenery cement liberally with a medicine dropper. Once dry the ballast looks to be lying naturally but is bonded firmly in place.

And on to the mine

Having cleverly climbed 4", no more and no less, we completed the subroadbed to the mine with two layers of 2" foam, as can be seen in fig. 3.

To span the lower-level tracks we used a piece of ⅛" Masonite hardboard, as shown in fig. 7. First we sealed the hardboard with several coats of clear enamel from a spray can so it would not warp later when we got it wet ballasting track. (You could use any color enamel you might have.)

Here's a chance to avoid a mistake we made: leave "ears" that will project at least 1" beyond the edges of the cork roadbed on each side of your Masonite bridge for attaching the scenery.

Liberating the artist in you

Figure 8 shows the first step we took in building the big mountain. It was a matter of rough cutting (or breaking) foam slabs, stacking them up, and gluing them with the Liquid Nails.

Once the roughed-up mountain suited us we let it set several days before carving it with a Woodland Scenics hot-wire tool. (If you start carving too soon you'll encounter wet adhesive.) The tool cuts smoothly, but not as quickly as some might like. Small amounts of noxious fumes are released so work in a well ventilated area and wear a respiratory mask.

Let yourself go. This involves a lot of cocking of the head and framing the view with your hands, rather like Michelangelo freeing his figure of David from that big block of marble.

Go slowly and quit while you're ahead so you don't have to glue on more foam or do as we did in several cases and lay on paper toweling and more plaster cloth.

No two modeler's mountains are going to come out the same. Just try to make it natural. Seldom are hills perfectly symmetrical with flanks sloped at a constant angle.

Once done carving, we covered the hill with a layer of plaster gauze to cover the holes and give our rock castings a good surface to bond to.

Rocks and ratholes

One of our original goals was to keep the Rock Ridge lightweight, but we lost our way and ended up using 50 pounds of plaster of paris. If you'd like better portability look into light materials. Woodland Scenics offers a lightweight Hydrocal plaster, or you might find something at the hardware or home supply store.

We cast our rocks in Color-Rite rubber molds. See fig. 9. Mix your plaster about the consistency of a hearty pea soup. Spray the molds with water with a little detergent mixed in. This will help the plaster fill nooks and crannies.

After about ten minutes start testing the molds periodically by flexing them a bit. When you see the plaster crinkling it's time to apply the mold to the hill.

After about ten minutes you can pull the molds off (Place your hand on the backs of the molds, and if they feel warm, they're ready.) By lightly chopping, chipping, and scraping with a screwdriver or a putty knife you can blend castings together. When they've set further you can apply wet plaster where needed and blend some more. Again, you'll get the hang of it.

We cast our two rathole tunnel liners in place, as shown in fig. 10 and 11. Later we placed rock molds directly across the openings, let the plaster set firm but workable, and then chipped away carefully to open up the tunnels.

Painting rocks

Figure 12 shows how we painted rocks, trying Dave Frary's "painting up" method. First we painted the rocks with black acrylic wall paint. After the black had dried we brush-painted the rocks with artist's tube acrylics.

Our main color was burnt sienna, which accounts for the redness, and titanium white. For darker areas we brought in a little burnt umber and raw umber. A wash of raw sienna here and there adds yellow tinges.

With the black underpaint you're making dark shadow areas first, instead of with a black wash at the end. Both methods work. Marty McGuirk painted the station side of our mountain conventionally and it looks much the same.

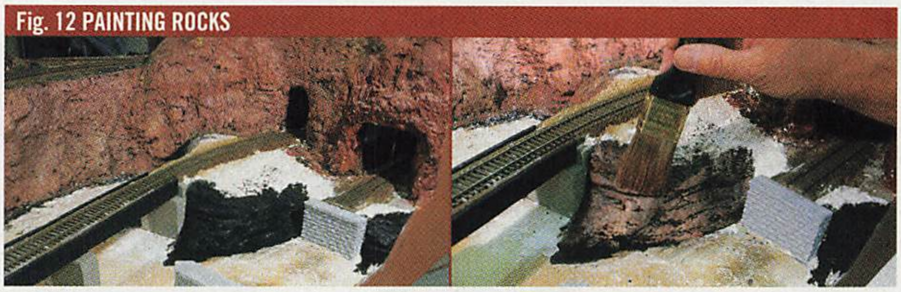
Once the paint has dried thoroughly drybrush the rock castings with white to enliven them and bring out detail. Just dip the brush in white and wipe it nearly dry on a paper towel.

Masonite sides

Jim Hediger led the way on adding the layout's ⅛" Masonite sides. First we clamped 2 x 8-foot panels to the sides, traced the scenery profiles, cut them out with a saber saw, and mounted them with drywall screws. The ends were made the same way and overlap the sides. See fig. 13. Fill-in plaster and touchup paint finished the job.

Next month light rains shall fall upon our arid hills, nurturing sparse foliage and filling Lake Repose. Can civilization be far behind?

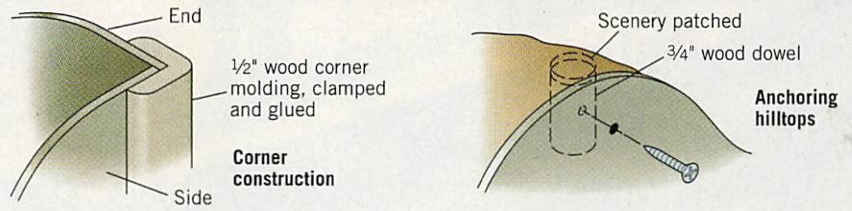
Fig. 12 PAINTING ROCKS

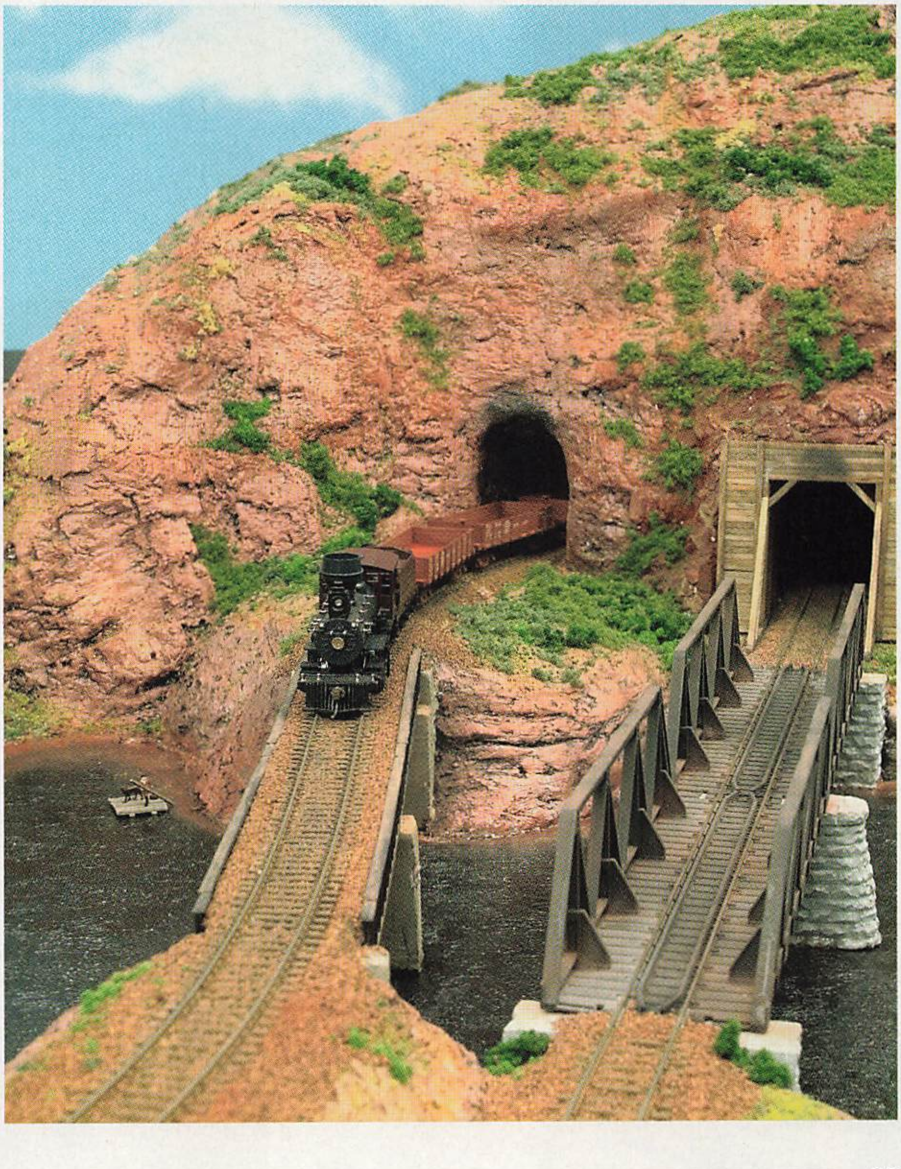


Over most of the layout we painted the rocks black, then "painted up." The method makes the rocks look solid, avoiding a stained look.

You can control how much black "shadow" remains and suggest sun-struck highlights by drybrushing on white.

Fig. 13 SIDE PANEL DETAILS





A train bound for the mine clears the branchline tunnel. Andy Sperandeo built the Campbell wood tunnel portal on the right.

Boston & Maine
Santa Fe
8777
THE GRAND CANYON LINE
Santa Fe

Building a girder bridge to fit

By Stephen M. Priest
Photos by the author

Here's a simple plan for an HO styrene span

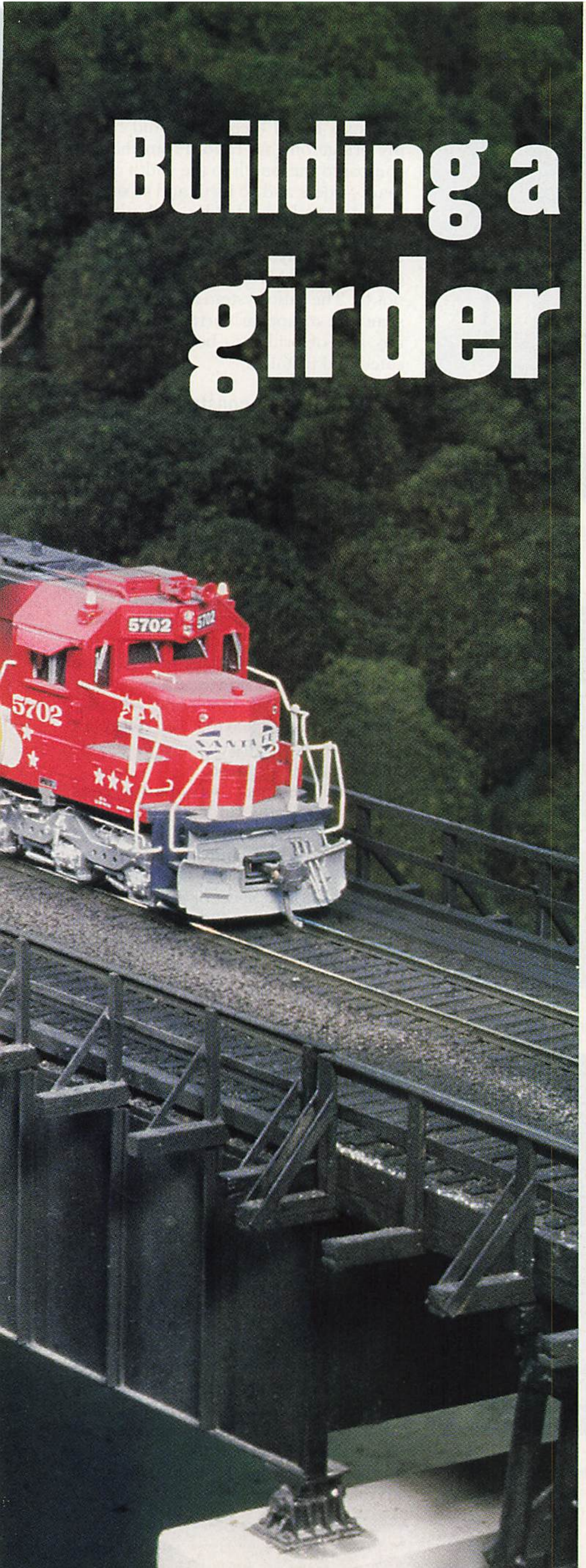
I wanted a bridge. I wanted a big bridge that said Santa Fe main line. But none of the commercially available girder bridges would do. For one thing, they weren't long enough to hold a new set of bridge decals sponsored by the Santa Fe Railroad Historical and Modeling Society that I wanted to use. Nor did the bridge kits, in my mind, create the "Santa Fe" feeling.

After studying my bridge photo collection, I decided to scratchbuild a bridge loosely based on the span that crosses the Arkansas River just west and south of Mulvane, Kan. This double-track structure has 12-foot track centers and was on the transcontinental Atchison, Topeka & Santa Fe main line.

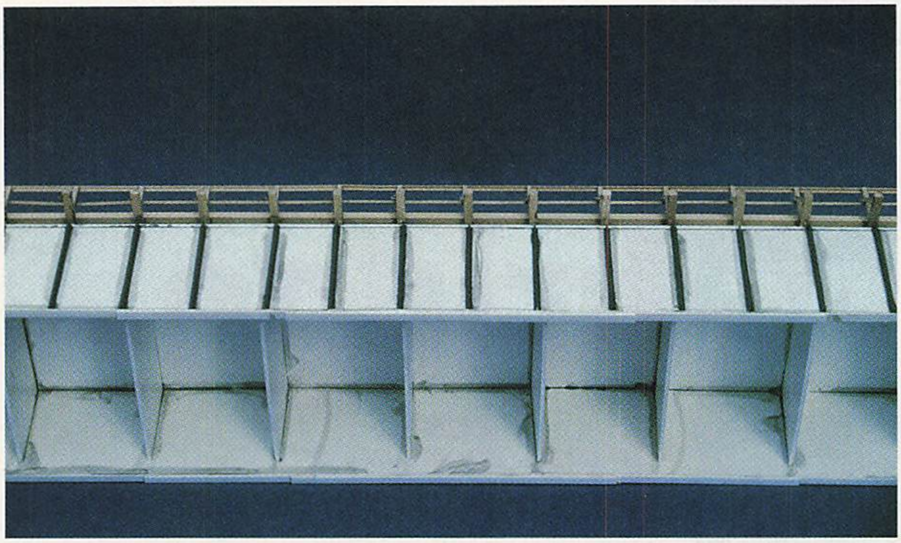
The bridge has a ballasted deck so its track is not physically connected to the bridge. This allows the track to be tamped and superelevation or controlled ballast drainage to be altered.

Ratios by eye

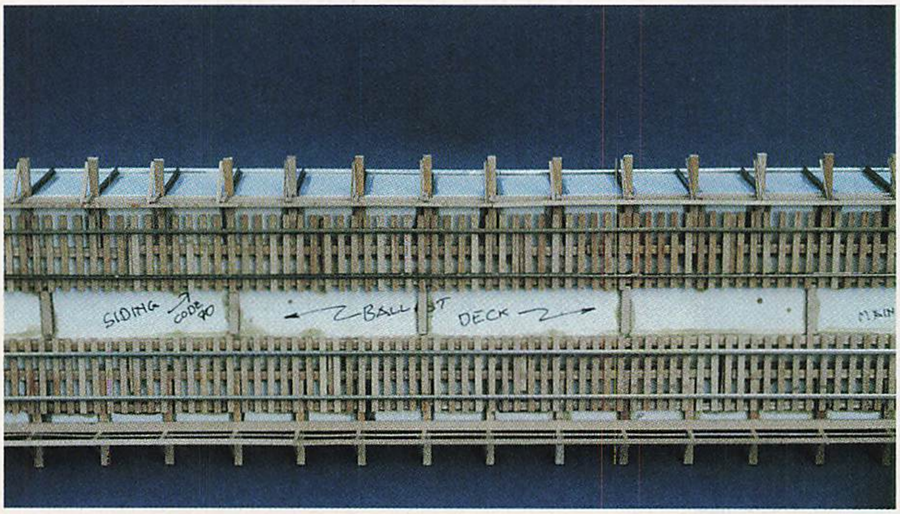
When scratchbuilding without plans but with photographs and sketches, I rely on a ratio system. If an object appears to be twice as high as it is long, or if the bridge is twice as long as a locomotive, you have a quick size reference. I deduced the span of the prototype



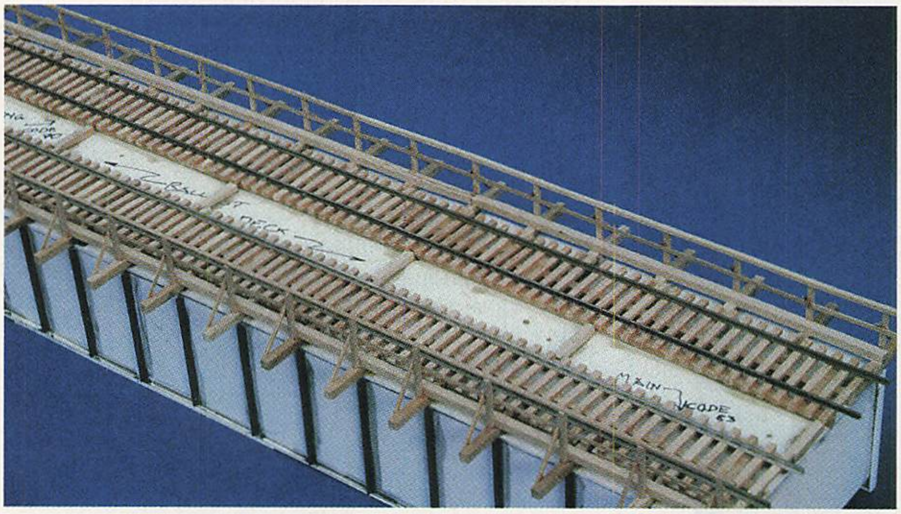
When Stephen Priest needed a bridge, he couldn't find a commercial kit that fit his plans. But he found a prototype that looked right and adapted it for his HO scale Emporia Subdivision of the Santa Fe set in 1978.



The construction of the girder portion of the bridge was pretty straightforward. Seen from underneath are the styrene crosspieces that provide hidden support. The built-up lower chord supports (thickening of the bottom) are visible here.



The upper portion of the bridge is wood, including the sub-base for the trackbed.



A closeup view of the railing construction shows the numerous angle cuts needed to match the look of the prototype.

bridge was roughly twice as long as a four-axle diesel locomotive and based my bridge on that ratio. From there, I compared the length to the width of the main girders and so forth and so on.

This method of "design-build" is extremely helpful when fitting bridges to existing layouts or for special circumstances where stock kit bridges do not fit. The ratio system allows any size structure to appear correct and allows any size of bridge to be quickly fabricated and installed.

Girder and deck construction

I found a local supplier of commercial styrene to cut for me a ⅛"-thick strip of styrene 2" wide. From this strip I cut out two 18" lengths for the girders and ten 3⅜" lengths for the cross members. I trimmed the 2" side of the cross member by ¼" so they wouldn't be visible between the girders.

Glue two end cross members to one side girder. I used Tenax-7R plastic cement because of its quick setting time. Use a metal square to make the joints 90 degrees. Don't use a styrene or lucite square as it will bond with the plastic cement, leaving you with an expensive extra gusset for your bridge and no drafting square.

Divide the space between the ends into nine lengths and glue the eight remaining cross members into place. Then glue on the opposite side girder. After the glue dries, place the bridge top-down on another sheet of ⅛" styrene and trace its outer edges. Cut out the styrene and attach it to the top of the girders to form the bridge deck.

Glue Plastruct 3⁄16" T strips on the girder sides to simulate the vertical ribs.

Make the chords along the bottom of the girder with styrene strips ⅛" wide. Most bridges have a buildup of this stripping near the center of the bridge due to the increased tension at the span's midpoint. For my bridge I used one strip across the full length of the bridge, the next 10" long centered on the span, and the final piece 6" long also centered.

Track sub-base

I built the upper portion of the bridge out of wood, but plastic would work just as well depending on the type of railings used by a particular bridge.

First, since the bridge has a ballasted deck, you need to raise the crossties off the deck. Carefully mark the deck and adhere the overhanging cross members for the railing, positioning them 1" apart. I used Tenax-7R to glue the wood to the styrene. The Tenax dissolves the styrene and melts it into the porous wood, forming an incredibly strong joint without any overflow of glue or excessive drying time.

Make the subgrade from pieces of stripwood glued between the railing bases, then glue crossties to the subbase with white glue.

Railings

For the side railings, cut 38 ½" lengths from 1⁄16"-square wood strips as vertical support posts, 19 per side 1" apart. Lay 12 x 12 HO scale lumber for ballast dams on top of the sub-base aligned with the bridge edges, and glue the support posts on the overhanging cross members. I used CA (cyanoacrylate adhesive) with my wife's trigger finger on the accelerator to set the glue as quickly as possible, taking care to keep each post straight.

Use 1⁄16" angles for the 45-degree gusset support between the railing post and the overhanging cross member. Add the railings after the gussets set, using the same size angle for the top railing.

Laying the rail

For my bridge, I used code 83 rail for the main line and code 70 for the siding. To lay a rail, coat the bottom with Goo and then use heat from a soldering iron placed on the rail to cure the glue after laying it in place. Once one rail is laid, use a gauge to position the second, taking care to keep it straight and maintain good clearances.

After letting the Goo set overnight, paint the rail gloss black right along with the girders and superstructure using an airbrush. The gloss finish gives decals a smooth surface to adhere to.

When the paint dries, pour the ballast onto the deck and carefully work around the ties with a ¼" paintbrush, taking care to cover all of the substructural wood and create a good ballast contour. Spray the ballast with soapy water followed by white glue thinned with water to bond the ballast in place.

Finishing

Before I put the Santa Fe decals on the bridge, I cut out all letters separately or in pairs so they fit between the vertical supports on the girders. I placed them in distilled water to float them off the backing paper, starting from the center lettering and working out. I generally worked with three or four letters at a time, taking care to center the decals and keep them in line.

When I completed the text, I added the large square Santa Fe heralds to each end. I set the decals with solvent, smoothing away bubbles or popping them with a knife.

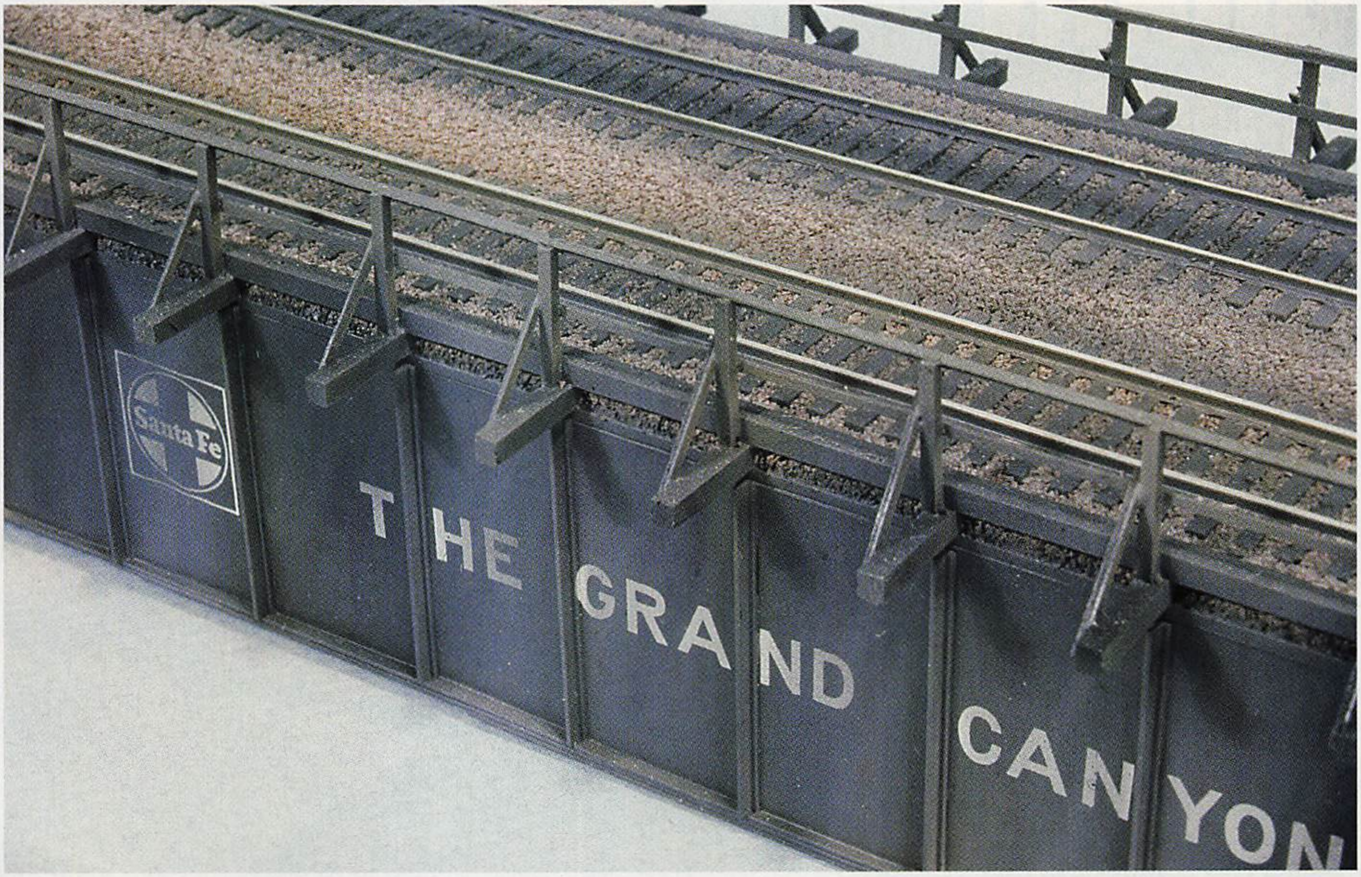
The final process is to flat-coat the bridge and weather it. Using an airbrush, I streaked the bridge with Floquil Rust, Weathered Black, and Concrete. I then oversprayed the entire structure with Concrete, dulling the paint.

Some Weathered Black and Gloss Black on the rails and ties gave the appearance of "bleeding" locomotives passing over.

Finally, I carefully splattered the bridge with flat black to represent creosote. This splattering of bridge members occurs on hot summer days when creosote oozes from the ties, loses the battle with gravity, and falls.

After cleaning and polishing the rails, the bridge is ready to be placed on the layout and begin carrying traffic. ♁

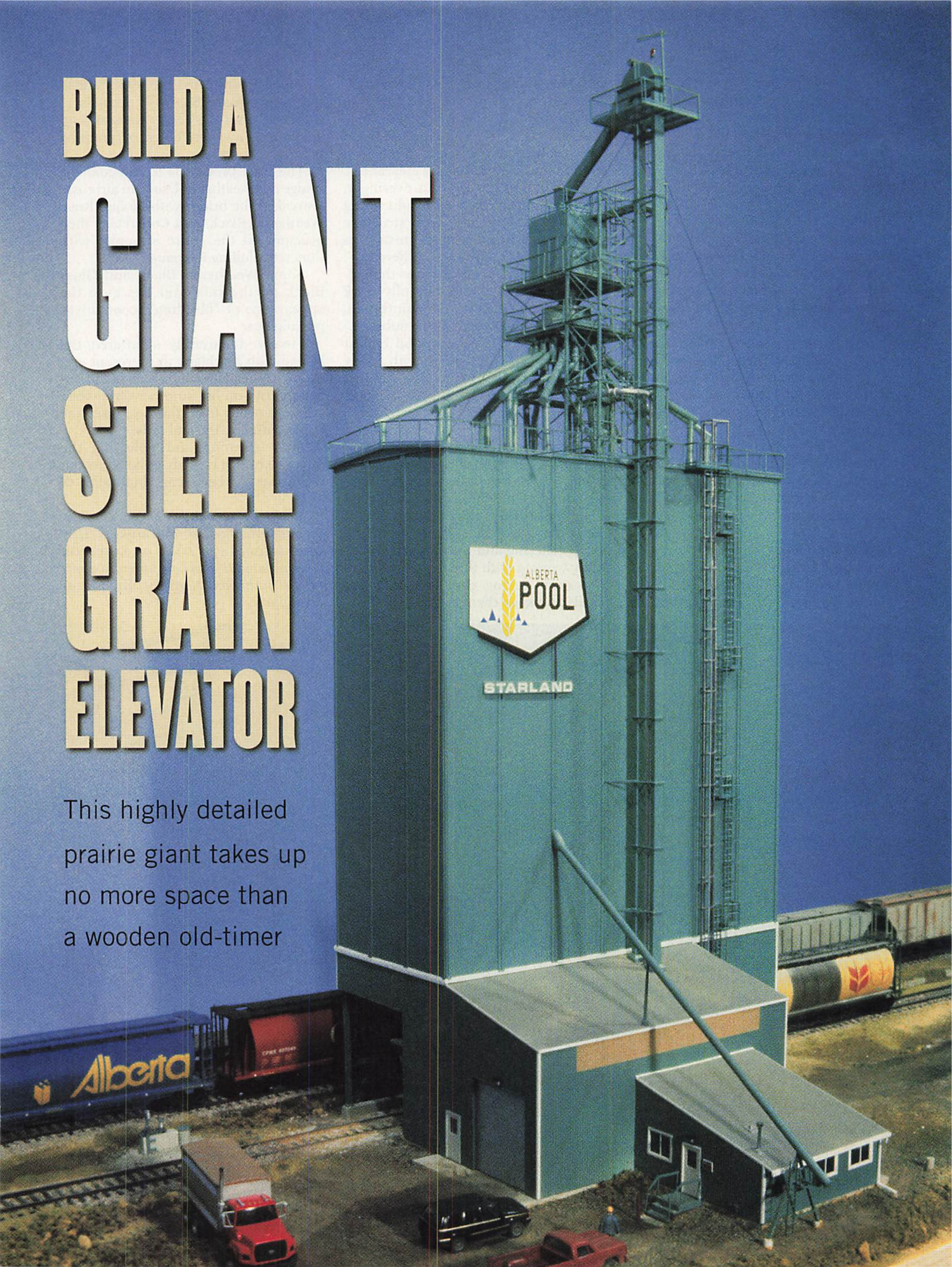
Stephen Priest and his wife, Cinthia, are both avid modelers and authors. They have published eight books on a variety of railroad subjects. Stephen currently works for the Burlington Northern Santa Fe as an engineer.



Stephen weathered the two tracks differently, showing more oil between the rails of the main line (the top track) because of its heavier use. On the girder sides, he cut out and positioned the lettering before setting the decals to get the proper spacing.

BUILD A GIANT STEEL GRAIN ELEVATOR

This highly detailed prairie giant takes up no more space than a wooden old-timer


ALBERTA
POOL
STARLAND
Alberta

By Jon Greggs • Photos by the author

The classic wooden grain elevator – for decades standing like sentinels along rail lines on North America's prairies – has rapidly yielded to monster grain-handling structures built of concrete or steel. The January 2000 MODEL RAILROADER featured my model of a modern concrete grain elevator; this month I'll show you how to construct a giant made of steel. My model is HO, but with these methods you can build yours in any size.

Located at Starland, Alberta, the prototype is operated by Agricore, a grain cooperative, and represents the latest in grain-handling structures. The elevator straddles the loading track, making it a relatively compact modeling endeavor, yet it still has that looming quality inherent in today's tall, modern elevators. In HO scale, the model's footprint is only about 10" x 12".

When I began this project, the elevator belonged to the Alberta Wheat Pool, the name I retained on my model.

Photos first

After photographing the prototype from all sides I developed a set of elevations and plans. I was never able to view fully the top of the main unit, so had to guess at some of the rooftop details.

The drawings are of my model. I was not concerned about exact prototype measurements, and selectively compressed my model to about 80 percent of the original size.

◀ Jon Greggs built his HO modern steel grain elevator from styrene. Modern elevators make fascinating models because the neat piping and grain-handling equipment are exposed.

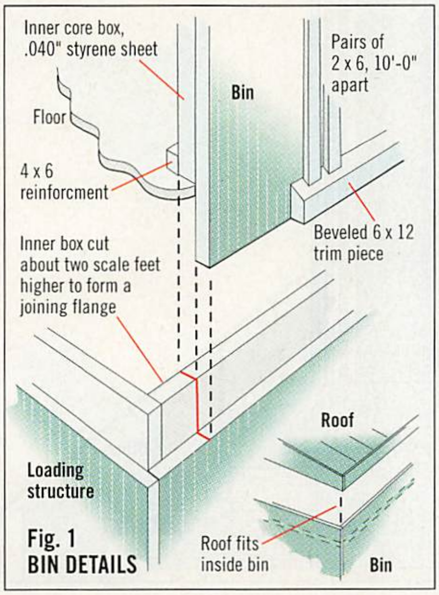


Fig. 1
BIN DETAILS

Grain bin

I got started with the elevator's most central component, the large grain bin. It's a simple rectangular box made of .040" sheet styrene and covered with styrene siding. See fig. 1.

Figure 2 shows the basic box under construction. I made my .040" core pieces 72 scale feet high, which was two scale feet short both top and bottom. The siding overlaps the core to form flanges that allow the roof to be seated atop the bin and the bin onto the loading structure under it.

The .040" interior bracing sheets are essential to hold the relatively thin sides flat. I reinforced all the interior joints with HO 4 x 6 strips.

After butt-gluing sections of .050" V-groove sheet styrene for the walls, I cut them a scale 76 feet high. Work on a smooth surface to get them flat.

Figure 3 shows the siding added. I placed a 6 x 12 trim piece around the base of the bin, except for over the truck loading bay where 6 x 8 strip is needed. I beveled the top edges of these trim pieces by scraping with a sharp hobby knife blade. This requires a steady hand, but it does work.

Next I attached pairs of 2 x 6, top to bottom, every 10 scale feet on all sides, as shown in fig. 3. Bevel the bottom edges to fit against the base trim.

The roof is simple, as shown in fig. 1. I didn't know what it was made of, so I exercised my imagination and chose .030" sheet with scale 2 x 3 reinforcing; the edges are trimmed with 1 x 6.

Carloading dock

Next came the structure straddling the tracks. It's rather complex, but I broke it down into sub-components.

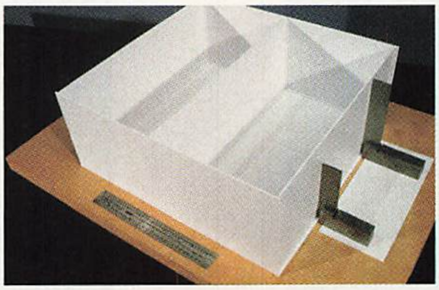
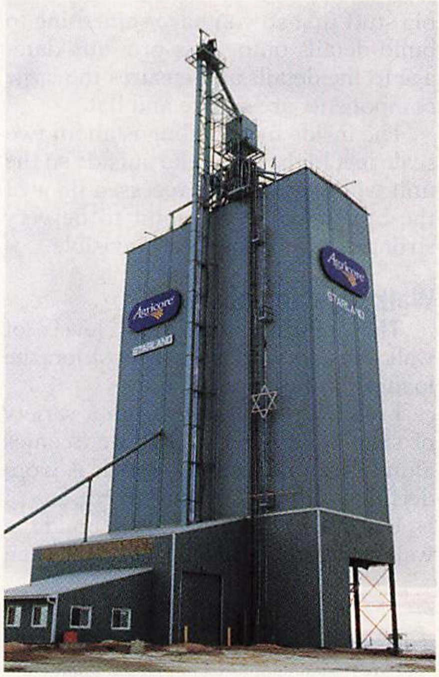


Fig. 2 GRAIN BIN. Jon started with the biggest and simplest shape, the bin, seen here lying on its side. Basically it's a box made of .040" styrene sheet to which he added plastic siding.

Fig. 3 COMPLETED BIN. The completed grain bin is a big plastic box with trim – it's easy! The roof was built as a separate component and seated in the recessed top of the bin.

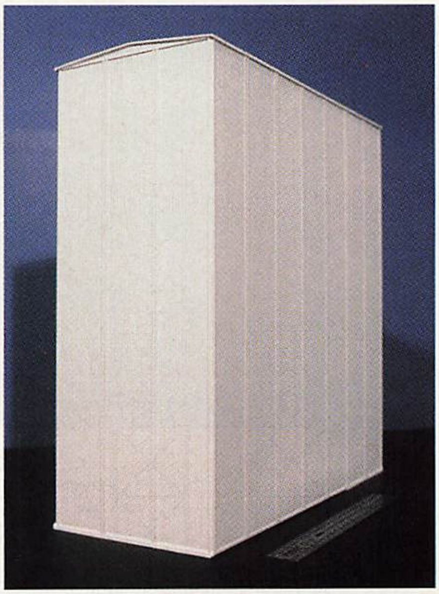


▲ In a view that looks southwest, the prototype elevator at Starland is shown wearing its recently acquired Agricore signs. The six-sided star is a holiday decoration.

First I made eight structural frames from .156" I-beam stock. See fig. 4 and the drawing on page 77. I glued these frames, spaced 10 feet apart, to the rear wall, made of .060" styrene simulated metal siding. A 2 x 8 strip across the top steadies the structure.

I then added the rest of the metal siding, including the truck unloading bay, as shown in fig. 5. Do some reinforcing with sheet or strip stock here.

Beginning with the outside walls may not seem logical, but I've learned the hard way that it's better to make the



big stuff first so you have something to build details onto. This prevents damage to the details and ensures the large components are square and flat.

The inside metal siding is about two scale feet higher than the outside so the unit will plug into the recessed floor of the bin. I found this joint to be very strong and yet completely invisible.

Walkways and chutes

The interior needs two levels of walkways so workers can position the loading chutes. See fig. 6.

I made the walkways from a variety of strip-stock sizes and Scale Scenics aluminum micromesh – which is wonderful to look at, but hard to cut.

Use scale 2 x 3s or 2 x 4s to build the walkway frame, and let it dry well. Then cement on a roughly cut piece of aluminum mesh with CA (cyanoacrylate adhesive). After the CA hardens, cut the mesh with a no. 17 blade (fig. 7).

Next came the grain loading chutes and associated tubes and rigging. The drawing on page 79 shows the arrangement. I built the chutes upside down on a piece of .040" sheet plastic (fig. 8), then maneuvered them into place from above (fig. 9).

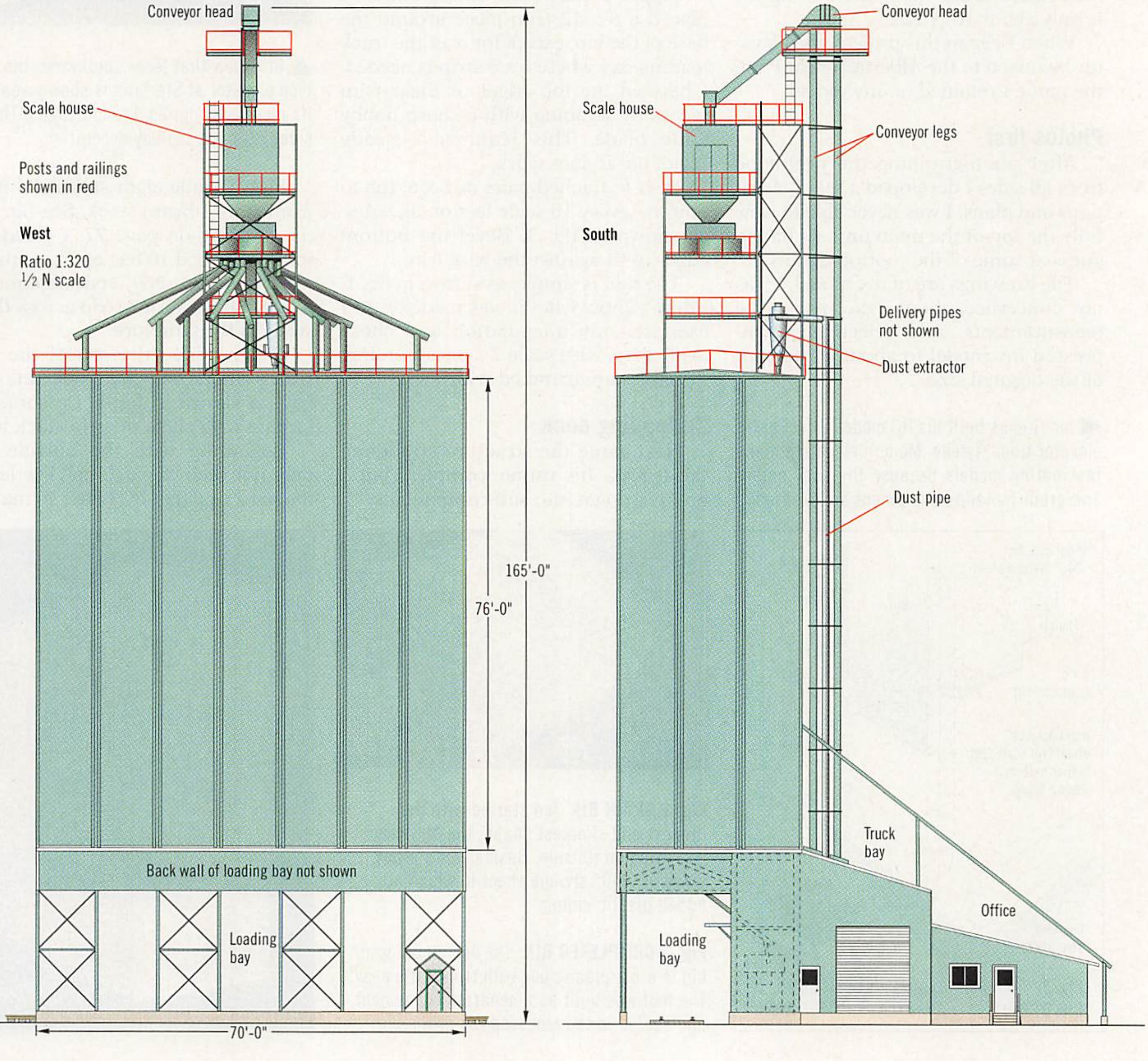
The chute drop tubes, which drain excess grain from the chutes once the chute hatch is closed, were tough to fit in. The prototype has a platform into which the drop tube piping extends; I modeled this to hold the bottom ends of the pipes. The top ends must fit into the sides of the drop tubes and angle away from the chutes themselves.

Next I built the small control booth that you see wedged in the unloading structurework shown in fig. 9. For this I used .060" V-groove material.

Painting and final dock assembly

The prototype looks bluish under certain lighting, but is actually more green. I used Model Master enamel no. 2135 USSR Interior Blue/Green.

After the paint had dried, I glued all the sub-components together as shown in fig. 10, which is a view from the underside. (The four pieces of white strip stock holding the platform for the drop tubes are temporary.) The ends of the loading chutes are painted flat black, and everything has a light overspray of tan. Finally, I added the chain link fencing across the inside I beams.


Conveyor head
Scale house
Posts and railings shown in red
West
Ratio 1:320
1/2 N scale
165'-0"
76'-0"
Back wall of loading bay not shown
Loading bay
70'-0"
Conveyor head
Scale house
Conveyor legs
South
Delivery pipes not shown
Dust extractor
Dust pipe
Truck bay
Office
Loading bay

Putting it all together

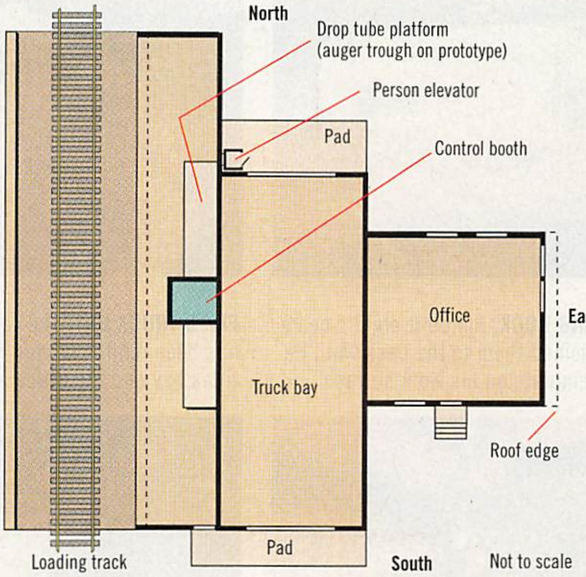
Whew! That was the most difficult part of the project, especially getting all the subassemblies to fit together.

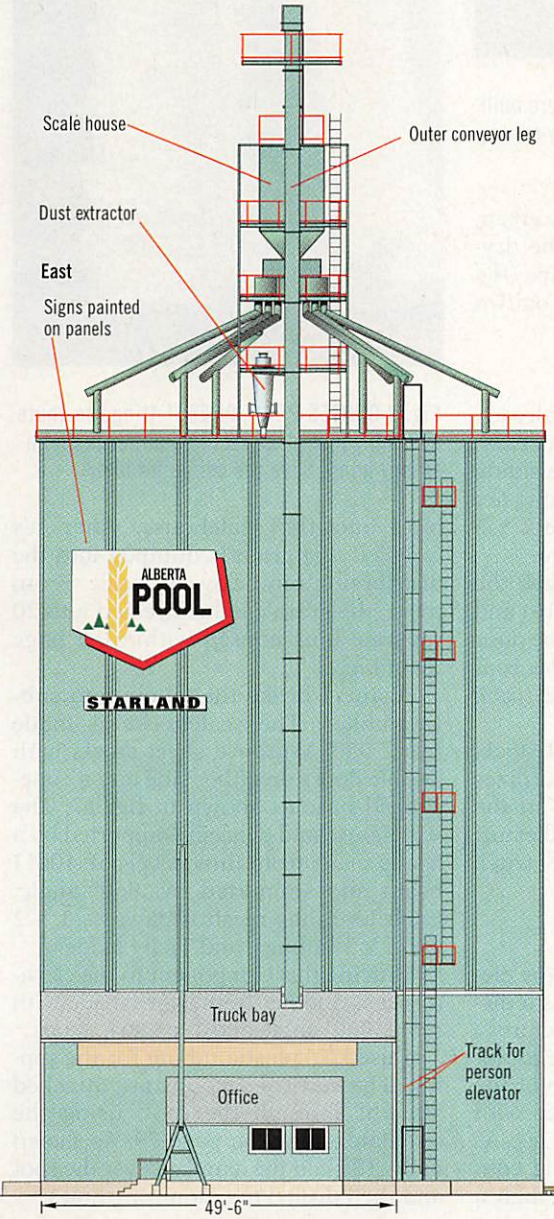
Next I attached the bin to the loading structure and finished the truck bay, including the roof, using Evergreen stock no. 4527 to simulate metal siding.

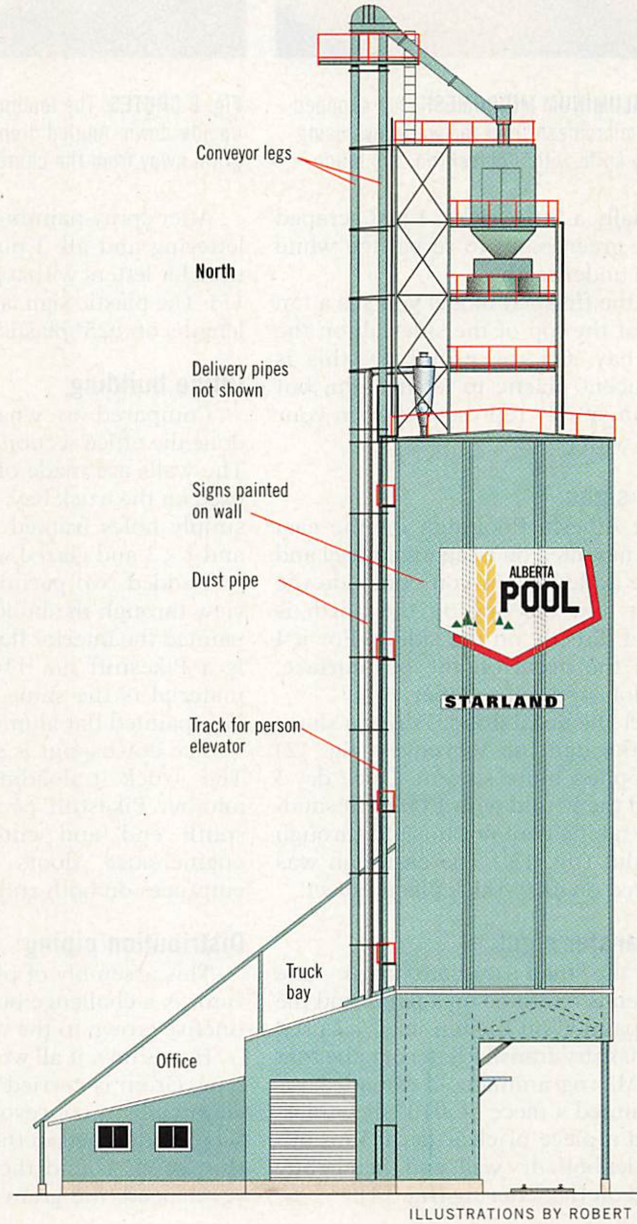
I also began adding the vertical sections of the leg, which transports the grain to the top of the bin for distribution. See fig. 11. The major pieces are .125" x .250" strip styrene. The horizontal braces are 2 x 3s and 1 x 3s.

Use ⅛" tube for the dust pipe between the two legs. I added HO 2 x 2 strip braces to hold the leg to the bin.

Next I painted the large grain bin with the blue/green enamel. What appears to be white trim on the bottom


North
Drop tube platform (auger trough on prototype)
Person elevator
Pad
Control booth
West
Office
East
Truck bay
Roof edge
Loading track
Pad
South
Not to scale


Scale house
Outer conveyor leg
Dust extractor
East
Signs painted on panels
ALBERTA POOL
STARLAND
Truck bay
Office
Track for person elevator
49'-6"


Conveyor legs
North
Delivery pipes not shown
Signs painted on wall
Dust pipe
ALBERTA POOL
STARLAND
Track for person elevator
Truck bay
Office

ILLUSTRATIONS BY ROBERT WEGNER

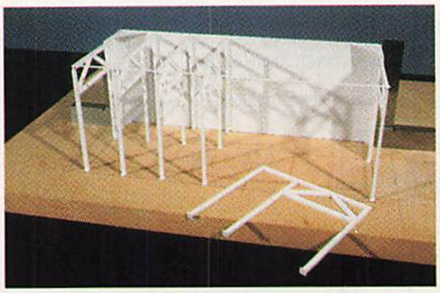


Fig. 4 LOADING DOCK. Jon built eight I-beam frames and joined them to the back wall. He penciled a template on his work surface.

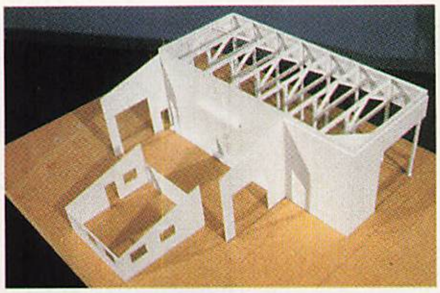


Fig. 5 TRUCK BAY. The car-loading section has been reinforced and the walls of the truck bay and the office are going up.

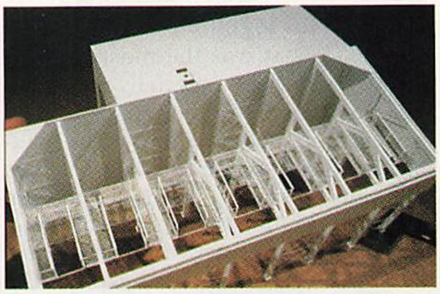


Fig. 6 DOCK DETAILS. The completed walkways and other details make for an impressive piece of scratchbuilding!

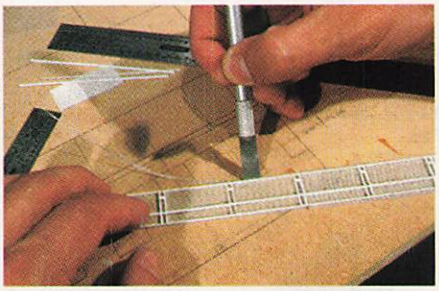


Fig. 7 ALUMINUM MICROMESH. Jon chopped excess micromesh from the walkways using a hobby knife with a chisel (no. 17) blade.

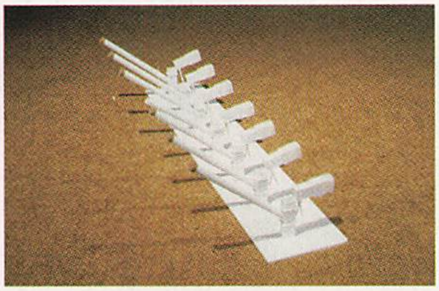


Fig. 8 CHUTES. The loading chutes were built upside-down. Angled drop tubes carry excess grain away from the chutes.

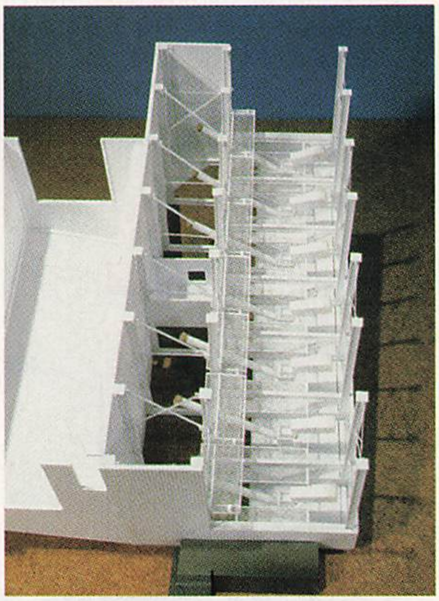


Fig. 9 CHUTES POSITIONED. Fitting the chute assembly into place requires patience and a steady hand. Save the coffee for later!

is actually a little trick – I just scraped off the green paint to reveal the white plastic underneath.

On the finished model you see a tan panel at the top of the sidewall on the truck bay. On the prototype, this is translucent plastic to let in light, but you can simply represent this on your model with paint.

Decal signs

The Alberta Pool sign on the east side is mounted on a separate panel and can be added when you conclude the project, but the one on the north is painted directly on the siding. For it I placed the decal on the bin surface, using lots of decal softener.

After the decal dried, I drew a sharp knife through the V-grooves (fig. 12) and applied more solvent. Once dry I sanded the herald with 1,000-grit sandpaper, taking care not to sand through the paint (fig. 13.) The east sign was mounted on .010"-thick plastic sheet.

Dry-transfer signs

For the small STARLAND signs – one of which is mounted on a panel and the other painted on the bin itself – I used Chartpak dry-transfer lettering, the font being Microgramma bold extended.

I painted a piece of .010" sheet plastic and a piece of clear decal film off-white, let both dry well, and then lightly rubbed on the lettering (fig. 14).

After spray-painting the signs green, lettering and all, I pulled off the dry-transfer letters with a piece of tape (fig. 15). The plastic sign is mounted on two lengths of .025" plastic rod.

Office building

Compared to what we've already done the office section will be very easy. The walls are made of the same siding used on the truck bay. The windows are simply holes framed with scale 2 x 3 and 1 x 3 and glazed with acetate.

I added two partitions to block the view through the building (fig. 16) and painted the interior flat black. The door is a Pikestuff no. 1103 and the roof material is the same as for the truck bay, painted flat aluminum.

The downspout is scale 4 x 4 stock. The truck unloading area utilizes another Pikestuff person door on the south end and cut-down Pikestuff enginehouse doors for the truck entrances on both ends.

Distribution piping

This assembly of pipes atop the elevator is a challenge but serves as a distinctive crown to the whole structure.

Here's how it all works on the prototype: Grain is carried to the top of the elevator by a conveyor, equipped with scoops, enclosed in the elevator leg. As the scoops round the top of the conveyor head, the grain drops through a pipe into the scalehouse. After it's weighed, the grain is dumped into the distribution bin below the scale. From there, the grain can be directed into 20 separate bins housed within the huge main bin.

Again, I broke the whole into subassemblies: The scalehouse is made from .050" V-groove sheet stock, with double doors on either side and a cone-shaped base as shown in fig. 17. The scalehouse and cone are supported by a frame made from three levels of .100" I beam and supported by .060" angle. Each level has mesh walkways, 1 x 2 and 1 x 3 railings, and Tichy ladders.

Bracing this component to the elevator leg is another framework made with more .060" angle and 1 x 3 strip stock.

I used 5/32" plastic tubing for the piping. The vertical sections are attached straight through the roof, using the template shown on page 79. As shown in fig. 18 I laid the template over the roof and then drilled the mounting holes.

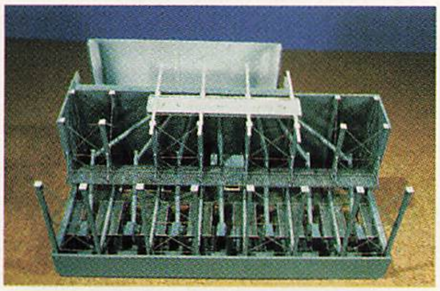


Fig. 10 DROP TUBES. Jon extended the drop tubes to a low platform. Under it would be an auger for returning grain to the leg.

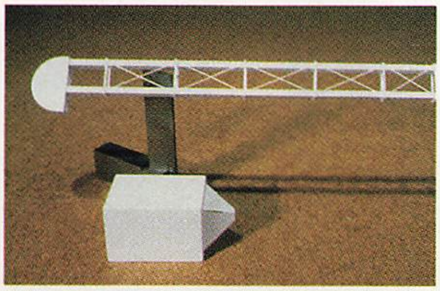


Fig. 11 ELEVATOR LEG. The device that carries the grain up to the distribution chamber atop the main bin is known as the leg.

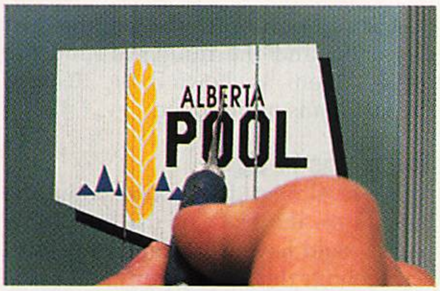


Fig. 12 WEATHERING THE SIGN. After the Alberta Pool decal was dry, Jon cut through it into the V-groove siding.

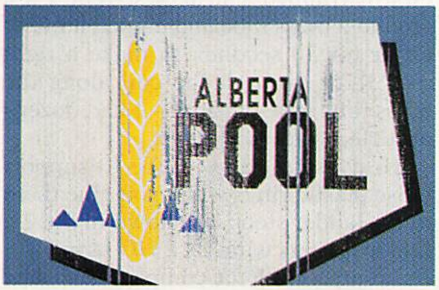
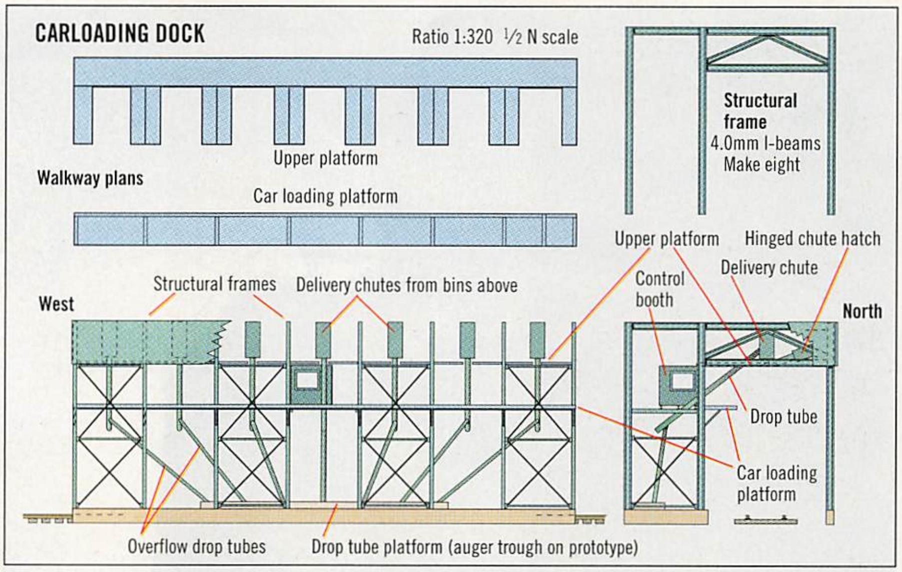


Fig. 13 COMPLETED SIGN. Jon sanded portions of the decal lightly to complete the weathered look.

The angled connections to the individual bins are finished with rings made of 2 x 3 strip and end disks of .010" sheet. Each pipe/roof joint is reinforced with a ring of 5⁄32" (inside diameter) brass. See fig. 19.


CARLOADING DOCK
Ratio 1:320 ½ N scale
Walkway plans
Upper platform
Car loading platform
Structural frame
4.0mm I-beams
Make eight
West
Structural frames
Delivery chutes from bins above
Upper platform
Hinged chute hatch
Control booth
Delivery chute
North
Drop tube
Car loading platform
Overflow drop tubes
Drop tube platform (auger trough on prototype)

Bill of materials

Chartpak
M3518C Microgramma Bold Ext. 18 pt.

Evergreen styrene
189 .125" x .250" strip
219 .025" rod
224 ⅛" tube
225 5⁄32" tube
273 .100" I beam
275 .156" I beam
291 .060" angle
4050 .040" V-groove siding, .050" spacing
4526 .040" siding, .040" spacing
4527 .040" siding, .060" spacing
8102 1 x 2 strip
8103 1 x 3 strip
8104 1 x 4 strip
8106 1 x 6 strip
8202 2 x 2 strip
8203 2 x 3 strip
8204 2 x 4 strip
8206 2 x 6 strip
8208 2 x 8 strip
8404 4 x 4 strip
8406 4 x 6 strip
8612 6 x 12 strip
9010 .010" plain sheet
9030 .030" plain sheet
9040 .040" plain sheet

Gunze Sangyo
H310 Brown
Mr. Mark Softener

Microscale decals
87-866 Canadian grain elevator signs no. 1
TF-0 trim film, clear

Model Master paint
1749 Flat Black
2135 USSR Interior Blue/Green

Pikestuff
1103 door with window
1108 enginehouse door

Plastruct
90511 1.6mm I beam

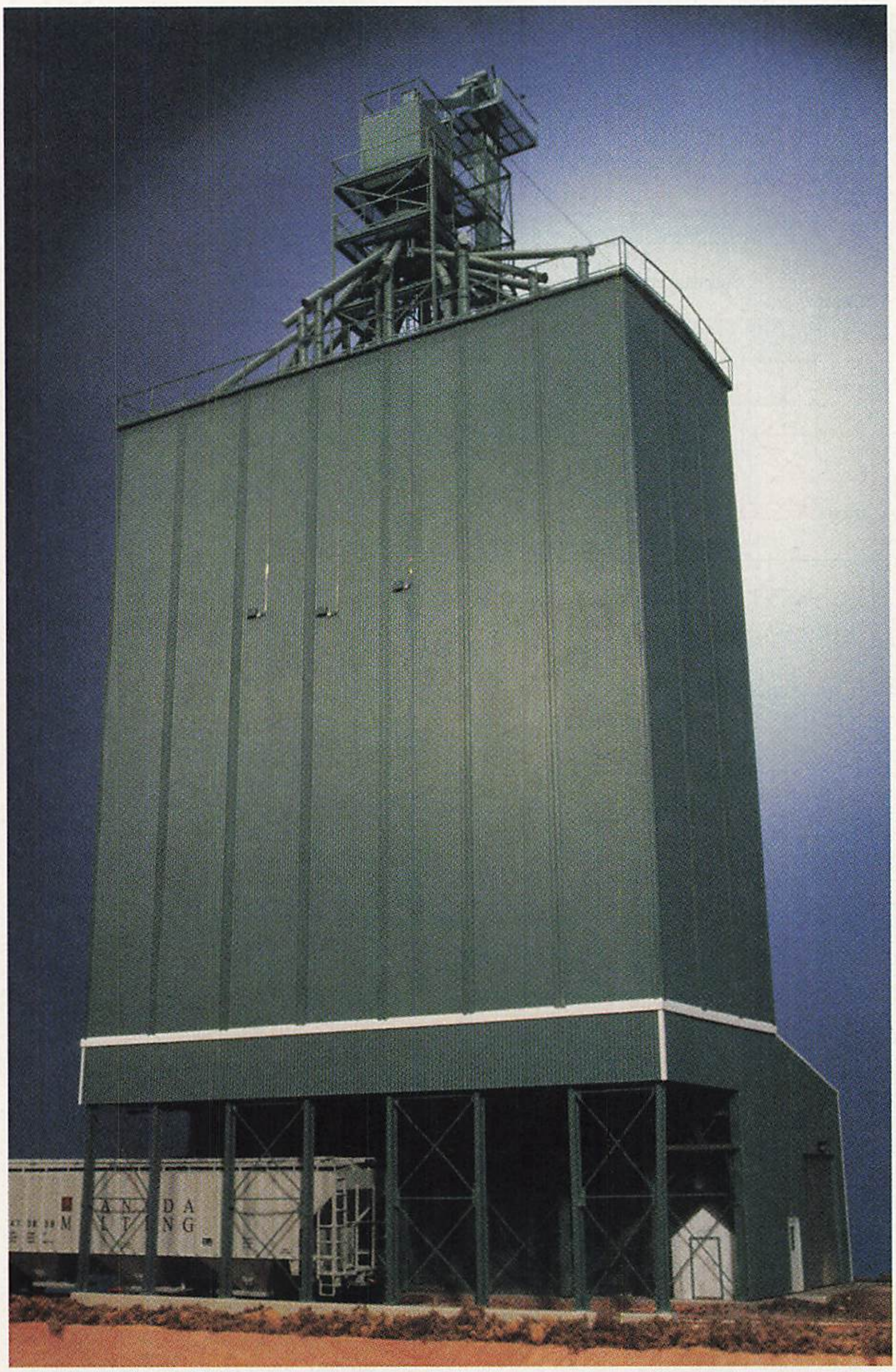
Scale Scenics
3500 aluminum micromesh

Tamiya
81316 Flat Aluminum
81356 Metallic Gray

Tichy
8001 open-grate platform
8002 ladder with safety cage

Woodland Scenics
ground foam

Miscellaneous
brass tubing, 5⁄32" inside diameter
black thread
clear acetate
dirt and fine sand
foam insulation, 1" rigid
Hydrocal (or other plaster)
matte medium
plywood, ¾"
solder
watercolors, assorted
whole wheat flour



Here's hoping you have a good "all-around" location so the trackside view won't be wasted.

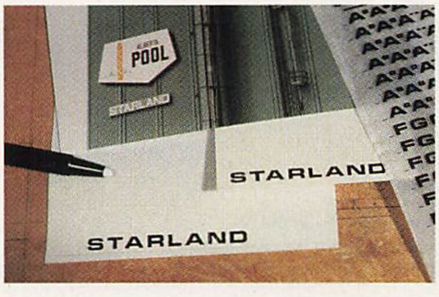


Fig. 14 STARLAND SIGNS. Jon applied dry-transfer letters to both plastic sheet and white decal paper to make the two signs.

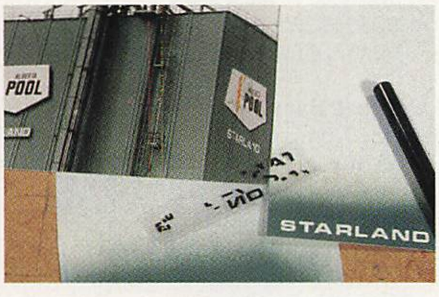


Fig. 15 COMPLETING SIGNS. Jon painted the dry-transfer signs, then pulled off the rubbed-on letters with masking tape.

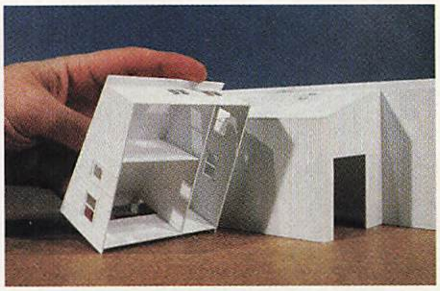


Fig. 16 OFFICE BUILDING. The office building is easy to make using standard styrene pieces and Pikestuff doors.

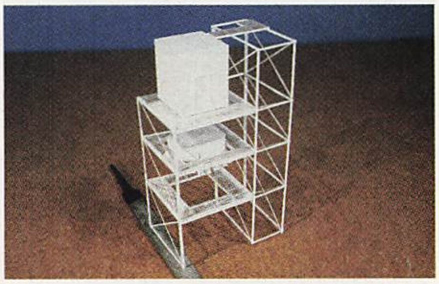


Fig. 17 SCALE. The boxy structure contains a scale for weighing grain passing from the conveyor head to the distribution bin below.

The top portion of the leg, the dust extractor, and the railing around the top of the bin, as shown in fig. 20, were the last items to be added.

The end is in sight

We're almost done! Next come the ladders on the front of the bin. Tichy parts would have worked as well, but I scratchbuilt the five sections and made the four intermediate landings from Tichy platform material.

Feeling brave, I also scratchbuilt the safety cages surrounding the ladders. First I wrapped a strip of styrene 1 x 2 around a brass tube and dipped it in hot water for 30 seconds to make a tight coil. I cut through the coil along the brass tube and – presto! – I had dozens of perfectly formed rings.

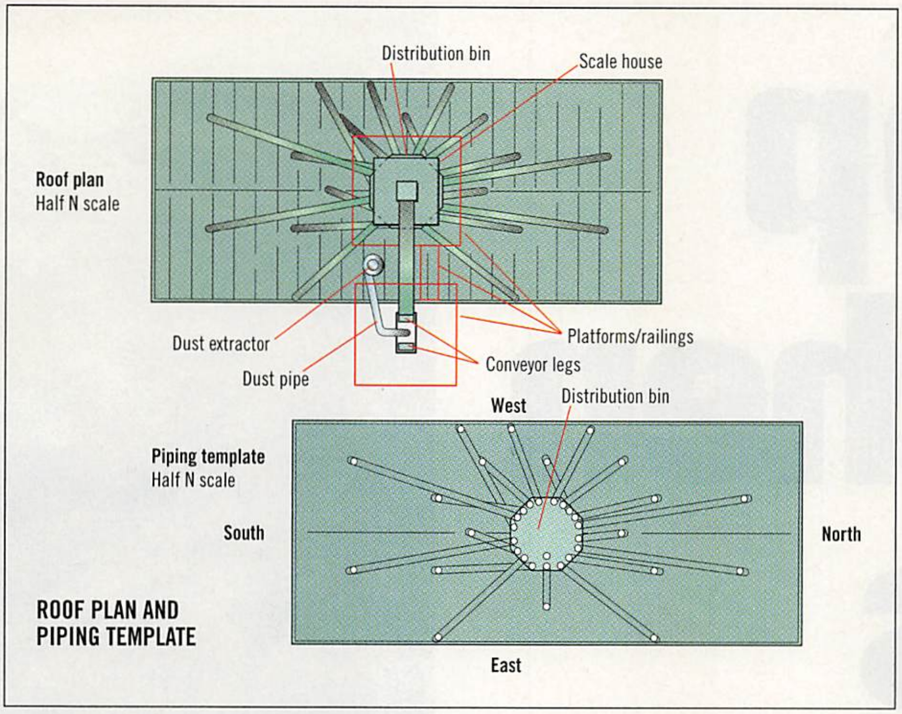
Next use the brass tube to support those plastic rings while you glue them to the ladder stock, as shown in fig. 21. Link the rings with 1 x 2 HO strip.

After painting the completed ladders, cages, and platforms, I attached them to the side of the bin with CA.

The supporting frame for the person elevator is a 1.6mm I beam supported with scale 1 x 3 braces.

Final details

The prototype loads trucks via a pipe over the office. I made this from $\frac{5}{32}$" tube with a carved fitting at the top and a simple A-frame stand at the bottom.



ROOF PLAN AND PIPING TEMPLATE

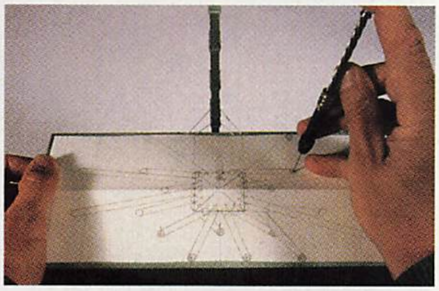


Fig. 18 PIPING TEMPLATE. Jon located the distribution pipes atop the main bin with a paper template he drilled right through.

I represented the guy wires stabilizing the top of the elevator leg with thin black thread. As finishing touches, I added a couple of small lights on long wire arms over the Pool signs. I also included lights above each of the truck doors and the office door as well as aircraft warning lights and a lifting crane at the very top of the leg.

Grounding the model

I made the foundation from .040" styrene sheet (fig. 22). The model is relatively heavy so the edges and underside need lots of reinforcement. The plastic base sits on ¾" plywood with surrounding scenery made of foam.

I covered the foam with a thin layer of lightweight Hydrocal followed by a quick coat of brownish watercolor. Then I added several layers of local dirt and fine sand. The space between the track ties was filled with plaster and coated with whole wheat flour to represent spilled grain.

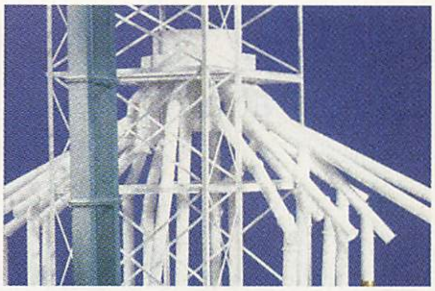


Fig. 19 DISTRIBUTION PIPES. The distribution piping looked like an albino tarantula on steroids before being painted.

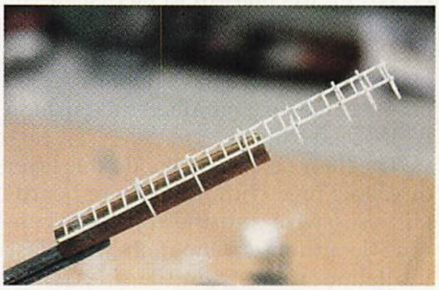


Fig. 21 FRONT LADDER. Jon fabricated the front ladder and its safety-cage hoops around a brass tube.

I included a small shed under the railcar loading area. Other details include a gas meter, the fence around the people elevator, protective posts beside the north truck door, access hatches for below-ground services, and a winch-style car puller.

I plan to add a couple of semi-derelict wooden elevators in the background to contrast the technologies of the 1920s and the 1990s. Both are interesting, and seeing them together makes them even more so. ♁

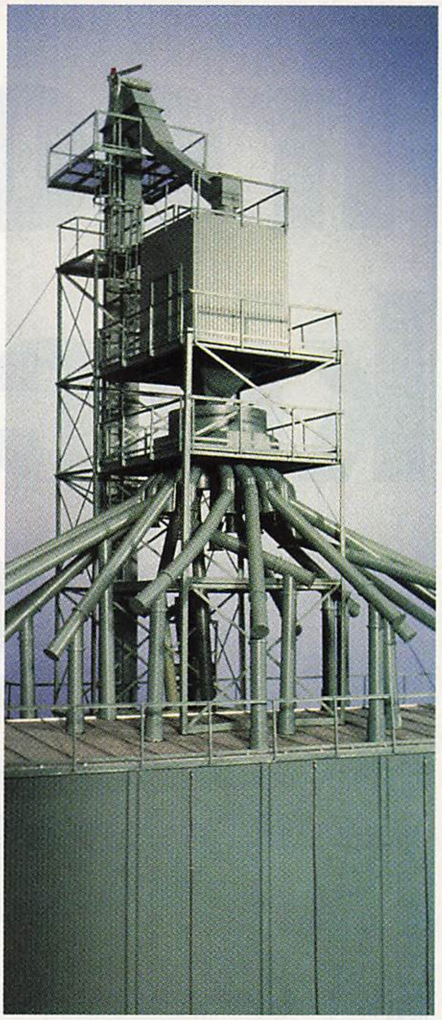


Fig. 20 DISTRIBUTION ASSEMBLY. The completed distribution assembly is almost a work of abstract art!

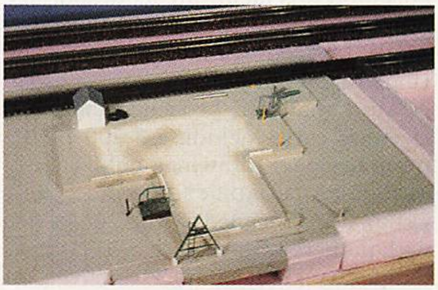


Fig. 22 BASE. The model will sit on this plastic foundation, which has been well reinforced and glued to a plywood base.

Jon Greggs is a technical supervisor at the University of Calgary. We heartily recommend his concrete grain elevator, mentioned in this article, as well as his plastics molding plant (Jan. '93) and concrete batch plant (May '98).

Troop kitchen cars

Military cooks prepared and served meals on wheels to 250 soldiers at a time

By Jim Hediger

During World War II, American Car & Foundry's Chicago, Ill., plant built 440 troop kitchen cars similar to the wartime troop sleepers. The United States Office of Defense Transportation was facing an acute shortage of meal service cars to feed the thousands of troops moving across the United States to ports on both coasts.

More than 6,000 coaches and 5,000 sleeping cars, including 1,200 of the troop sleepers (drawings published in MODEL RAILROADER'S December 2001 issue), were assigned to military service with numerous baggage cars serving as temporary kitchens. ACF's delivery of the new troop kitchen cars, numbered from K-100 through K-499, commenced in late 1943 at a rate of 30 cars per week.

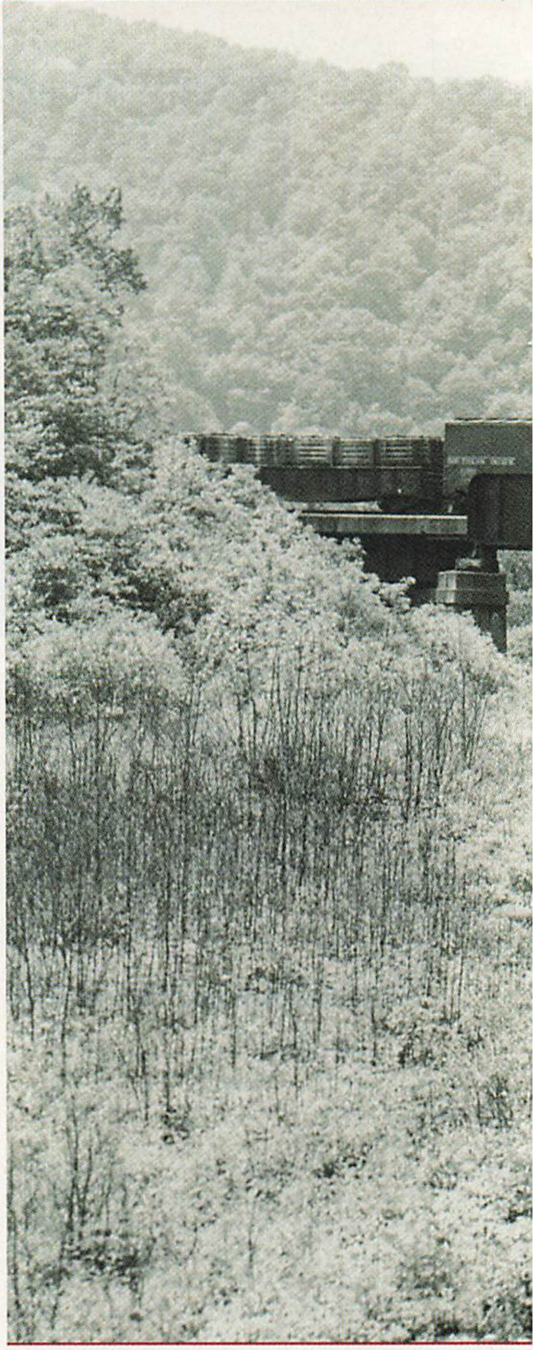
Another 400 troop kitchen cars were built in ACF's Berwick, Pa., plant during 1945 (numbers K-600 to K-999), and 40 nearly identical cars (numbers 8731-8770), with different work lighting, were built for use in hospital trains.

Beefed up boxcars

All of these troop cars were based on the AAR standard 50'-6" single-sheathed steel boxcar design. The kitchen cars were intended for postwar conversion into boxcars or express cars with eight-foot doors. The bodies were riveted steel with boxcar side and floor framing. The end framing was revised and beefed-up to conform to passenger car standards with end doors, diaphragms, and standard safety appliances. Each kitchen car had a light weight of 77,500 pounds and rode on Allied full-cushion high-speed trucks.

The floor consisted of a double layer of yellow pine with the bottom boards laid crosswise and the top layer running lengthwise. One-inch fiberglass insulation was used in the sides, ends, and roof. The end doors were 27" wide while the side doors had 4 x 6-foot openings with sliding doors on the inside. Safety bars were fitted across all of the door openings, and the side doors had expanded metal door guards.

All 14 side windows had vertical sliding sash with screens on the inside. Each window was fitted with a roller curtain that overlapped all the way around to minimize light leaks at night. Fresh air entered the interior through nine screened ventilators in the upper sides and 11 rooftop ventilators with adjustable shutters.



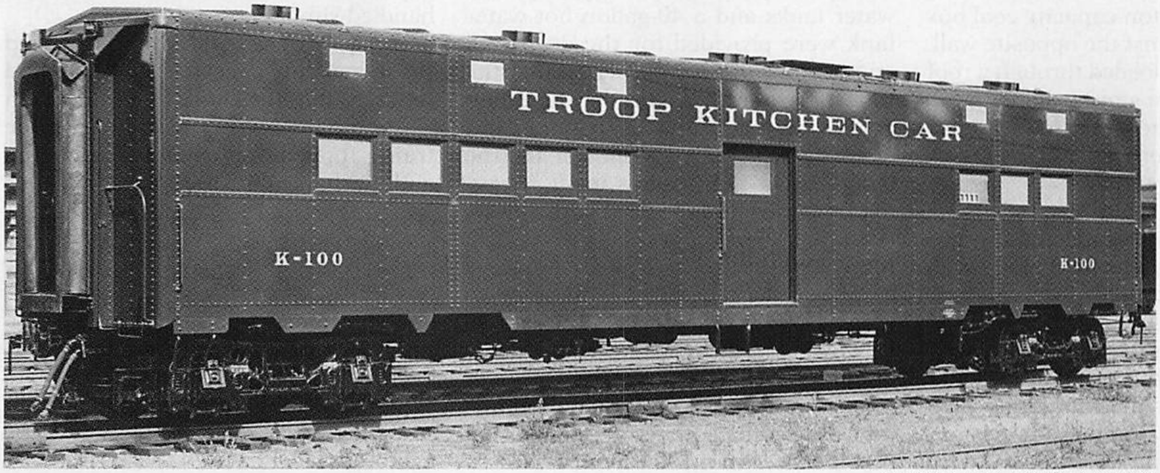
▲ The distinctive boxy shape of a troop kitchen car stands out among the regular Pullman sleepers in this Baltimore & Ohio troop train near Paw Paw, W. Va.

▶ The first troop kitchen car was built by American Car & Foundry in late 1943. It was delivered in standard Pullman Green with a black roof and running gear and Dulux (imitation gold) lettering.

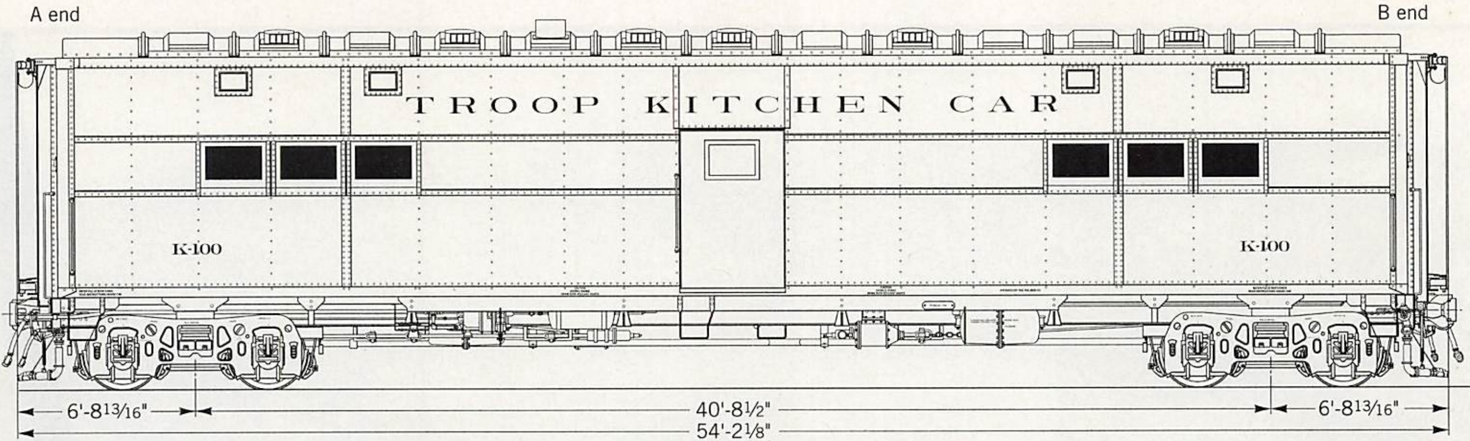
Sturdy interior

Cooking was handled by regular army cooks, so the car interiors were outfitted with a pair of army-standard coal ranges. A supply of kindling wood was kept in a metal bin alongside the

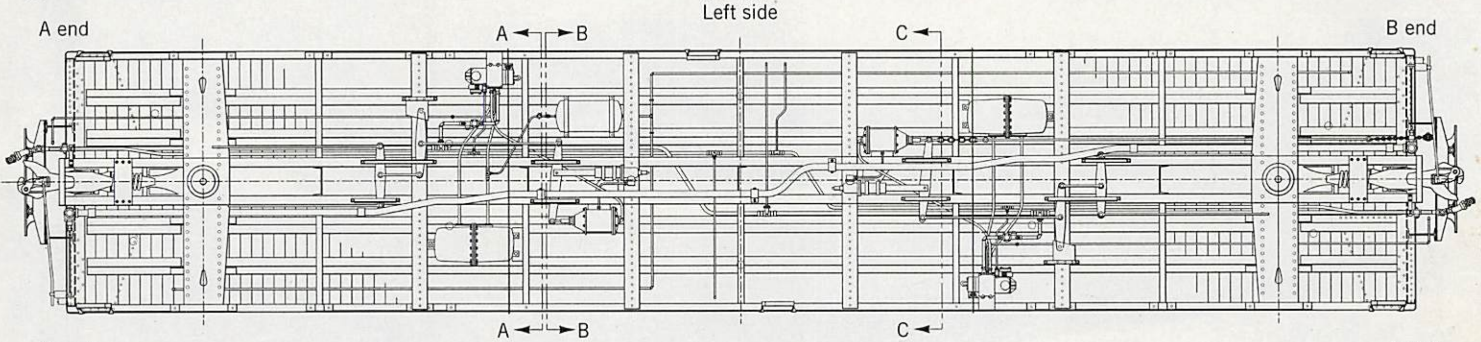
PHIL HASTINGS

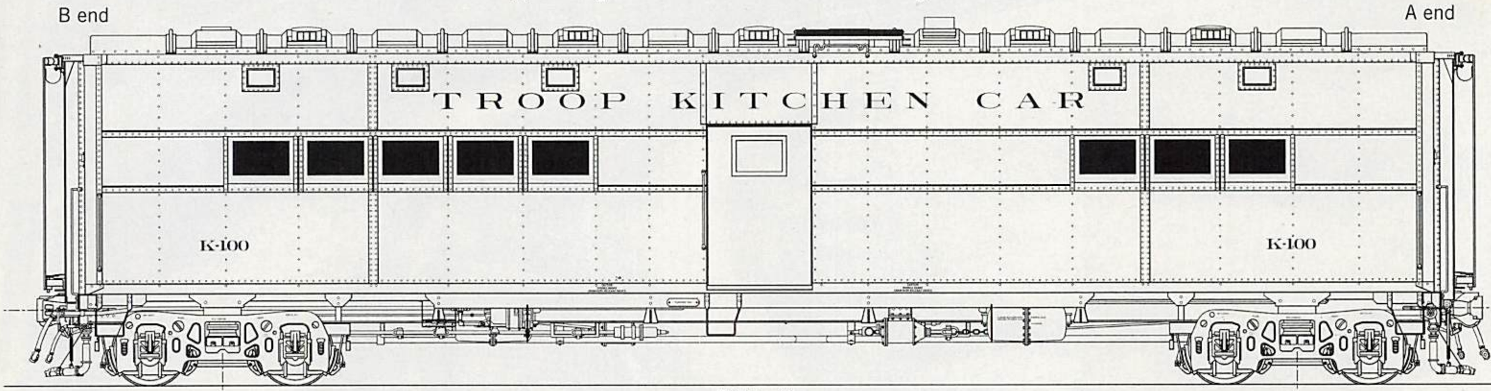

TROOP KITCHEN CAR
K-100
K-100

CHICAGO, BURLINGTON & QUINCY



Left side





Right side

Drawn for Model Railroader Magazine by
HAROLD RUSSELL
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ranges and a half-ton-capacity coal box was mounted against the opposite wall. This coal box was loaded through a roof hatch. The tandem stove exhaust pipes were combined into a common smokejack while the overhead range canopy had two exhaust ventilators.

A deep, divided, galvanized steel sink with wooden drain boards and a single mixing faucet was provided along with plenty of work tables for food preparation and cleanup. The open shelves had low marine-type pipe railings to keep things in place while a bread locker, a large refrigerator, and numerous cabinets and drawers stored the provisions and held the cooking utensils.

Interior lighting was supplied by a rechargeable, battery-powered system that used fresnel lenses to direct light onto the work surfaces without having anything visible from outside the car.

A pair of 200-gallon capacity cold water tanks and a 40-gallon hot water tank were provided for the deep sink and a boiler in one corner heated the water for sanitation. Another 82-gallon cold water tank and a 30-gallon hot water tank supplied a shower for the cooks. Eight floor drains made it easy to clean and rinse the floor with a hose.

Meal service

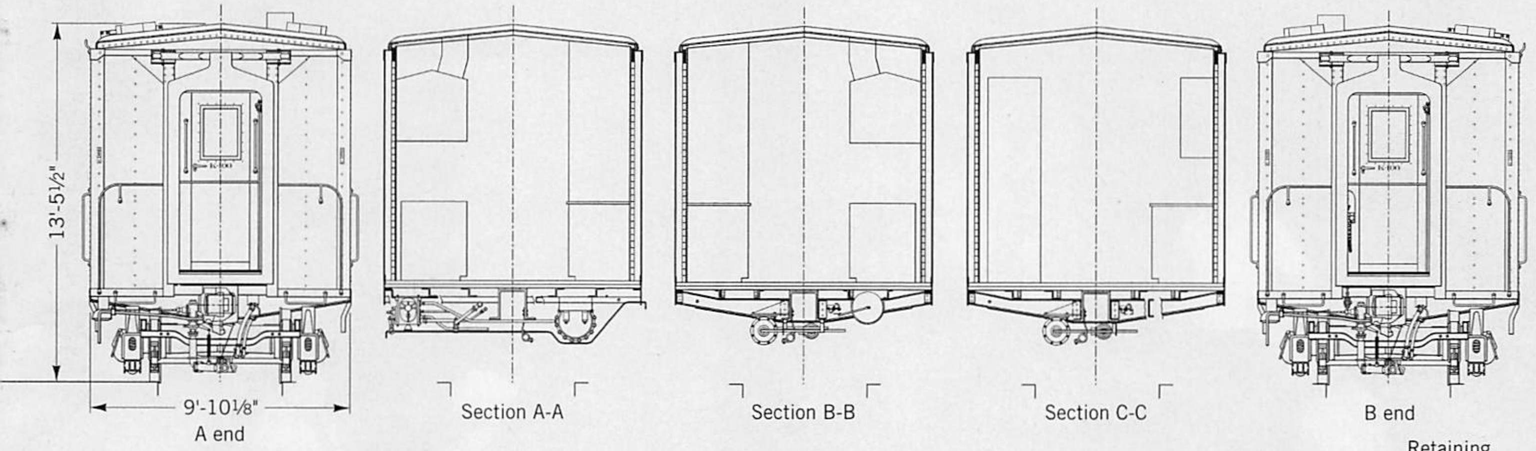
These kitchen cars normally operated in the middle of a troop train so food could be served from both ends to about 250 men. Each traveling military unit supplied its own cooks, kitchen utensils, and food under the supervision of a mess sergeant.

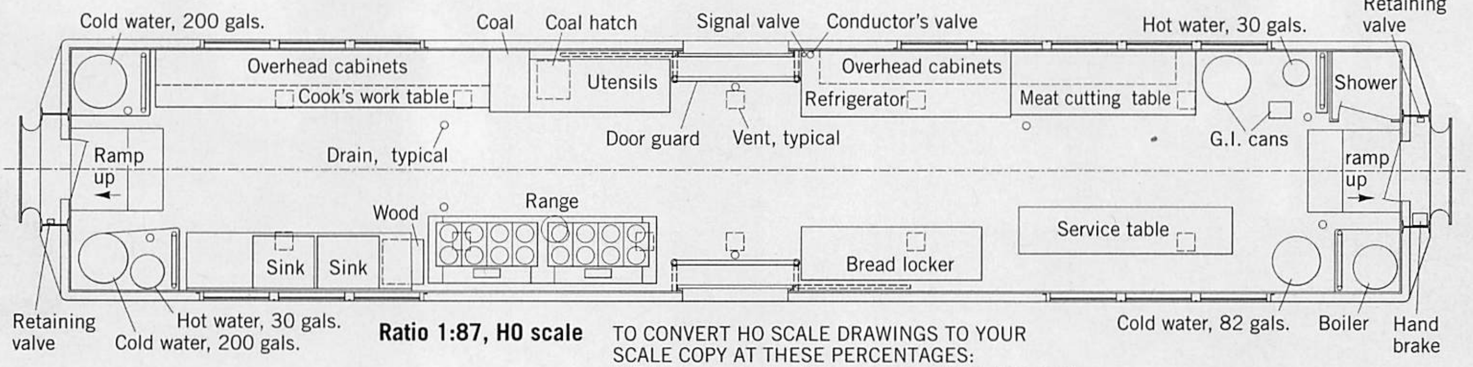
Paper plates and cups were passed out to the troops and the food was served at their seats. Bread and butter was served from cartons while two men carried the stock pots with a third serving the meal. Coffee and dessert was handled similarly.

Following the meal, troops assigned to kitchen duty collected the debris and returned it to the kitchen car. The trash was removed and burned whenever the train stopped for extended servicing and mechanical inspections. ✪

Classic Trains

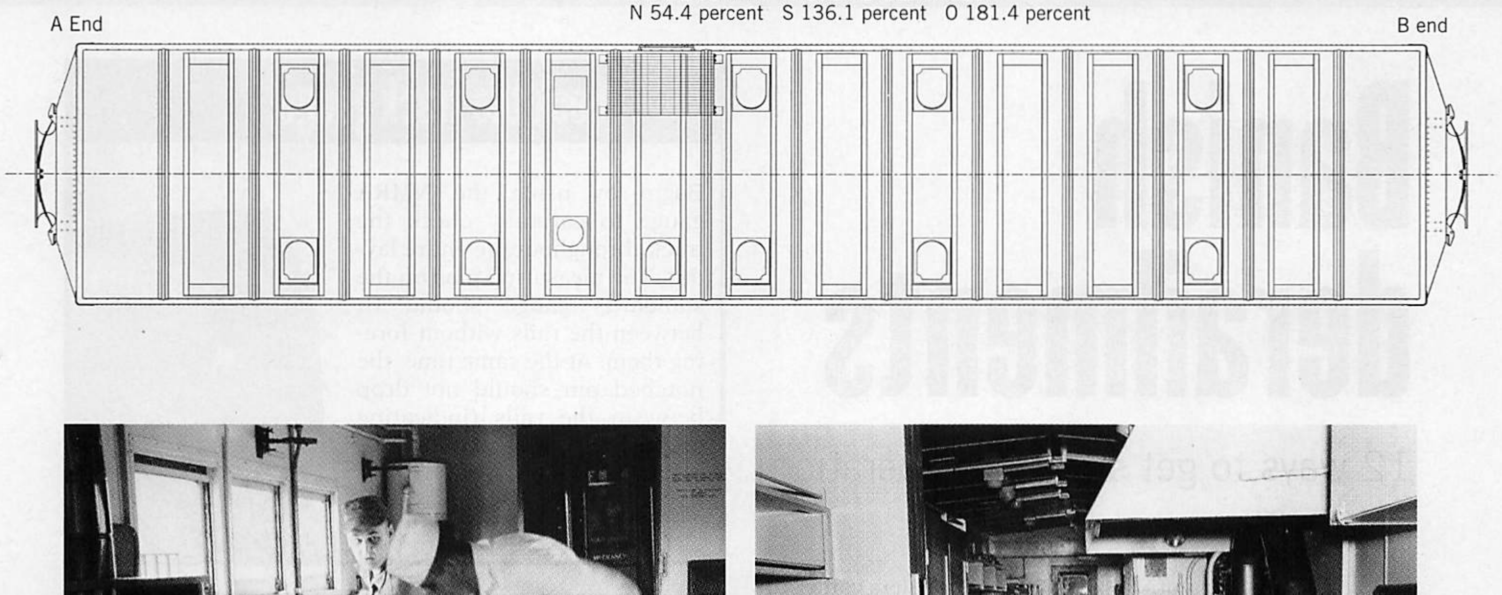
Additional information on these interesting cars can be found in the article "Troop cars," by Patrick C. Wider, published in *Classic Trains* Magazine's winter 2001 issue.

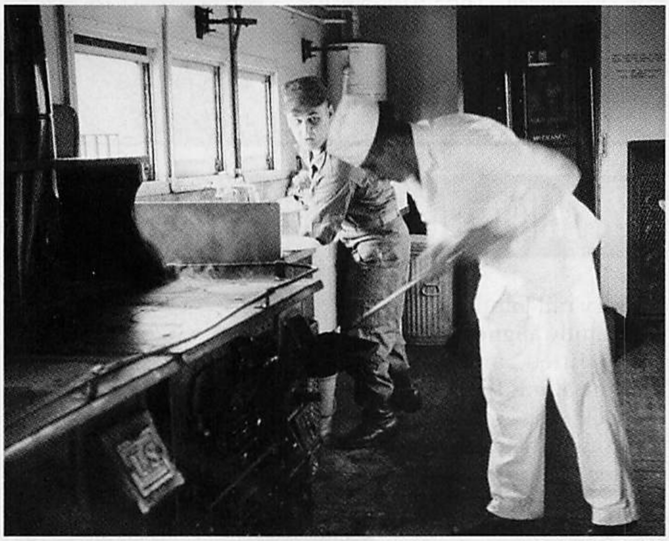

13'-5½"
9'-10⅛"
A end
Section A-A
Section B-B
Section C-C
B end


Cold water, 200 gals.
Coal
Coal hatch
Signal valve
Conductor's valve
Hot water, 30 gals.
Retaining valve
Overhead cabinets
Cook's work table
Utensils
Overhead cabinets
Refrigerator
Meat cutting table
Shower
Drain, typical
Door guard
Vent, typical
G.I. cans
Ramp up
ramp up
Range
Wood
Service table
Sink
Sink
Bread locker
Retaining valve
Hot water, 30 gals.
Cold water, 200 gals.
Cold water, 82 gals.
Boiler
Hand brake

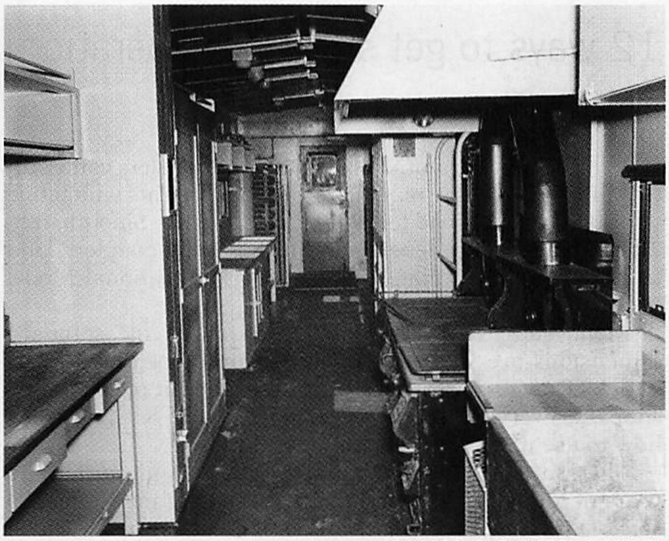
Ratio 1:87, HO scale

TO CONVERT HO SCALE DRAWINGS TO YOUR SCALE COPY AT THESE PERCENTAGES:
N 54.4 percent S 136.1 percent O 181.4 percent




PHIL HASTINGS

Each traveling military unit supplied its own cooks and assistants who prepared the meals. Here, a cook stokes up the standard army coal stove while a soldier cleans vegetables at the sink.


CHICAGO, BURLINGTON & QUINCY

Looking the other direction, a variety of storage areas and fenced shelving abounds so the mess sergeant can organize the kitchen for efficient meal preparation and store the food and cooking utensils.

Banish derailments

12 ways to get smoother operation

By Jim Hediger

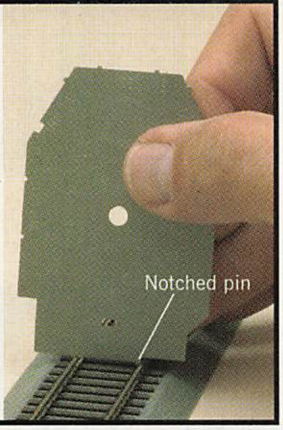
Derailments are a problem that most modelers can virtually eliminate by making minor adjustments which fine tune your railroad for better performance. Smooth, reliable operation depends upon the track, couplers, and trucks which must match the appropriate National Model Railroad Association standards.

Metal gauges designed to quickly check the standard dimensions are sold by the NMRA for all of the popular scales. They're inexpensive and available at most hobby shops, so every model railroader should have one and know how to use it.

The hints which follow are the result of more than 30 years of following a "zero derailments" program on my HO scale Ohio Southern. Most are simple adjustments which can be accomplished in a few minutes. This small investment in time pays off big time as performance improves. Better yet, it won't be long before you'll find the few remaining derailments are caused by human error.

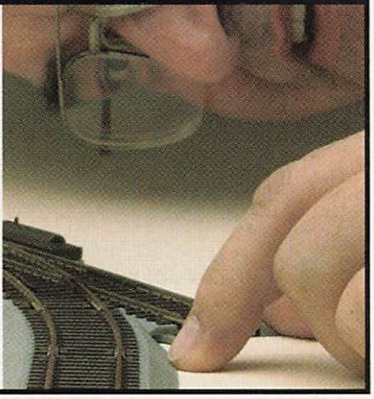
1 Check the track gauge

Begin by using the NMRA gauge to carefully check the track throughout the entire layout. The measuring pins on the standards gauge should fit between the rails without forcing them. At the same time, the notched pin should not drop between the rails (indicating they are spaced too wide). Most commercial track is close to the correct gauge, but some may require adjustment.

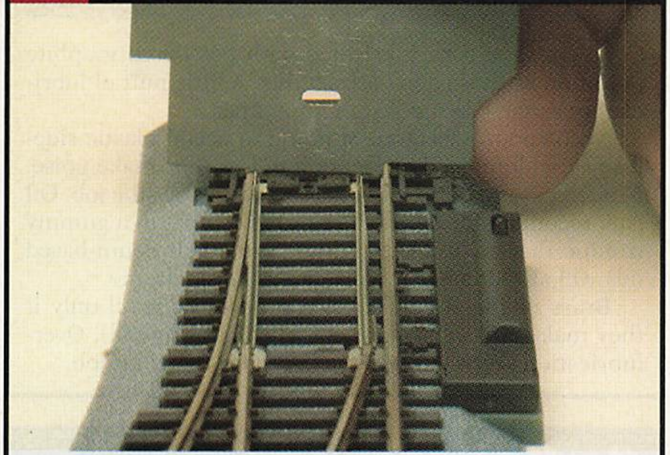


2 Align every rail joint

Every rail joint must be carefully aligned, properly fitted, and level. Sight along the rail to check the alignment through the rail joiner. After the track is spiked down, use a fine file to smooth the top and inside corner of the rail joint until you can slide a fingernail across it.



3 Check and adjust the turnouts



Turnouts, or track switches, are the most common places where derailments occur due to the many interruptions in the rails. Gauge is critical at the switchpoints, rail joints, and the frog assembly, and anything which impedes the smooth passage of the wheels is a potential problem.

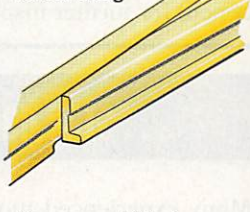
Tight track gauge squeezes the flanges against the railheads and makes the wheels climb up and derail. Wide gauge also causes problems as the backs of the wheel flanges cannot span the space between the guardrail and the frog, forcing the wheelset to climb up and create another potential derailment.

Commercial turnouts tend to be a bit wide at the frog. This can be corrected by filing the inside faces of the guardrail and the frog until the gauge pins fit properly. I also sharpen the point of the frog at this time.

Gauge can be adjusted on turnouts with plastic ties by gently heating the outer rail with a soldering gun, pushing the rail into gauge, and then allowing the ties to cool.

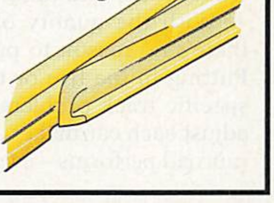
4 Sharpen the switchpoints

Before filing



Use a small file to sharpen switch points to provide a smooth transition for the wheels and flanges

After filing



The movable switchpoints must be tapered to fit tightly against the stock rails and provide a smooth passage for the wheels. Commercial switchpoints often have blunt ends which catch the wheel flanges and cause derailments. Use a file to blend the top edge of the point into a smooth transition. If you can slide a fingernail over this transition without it snagging, the wheels will also pass easily.

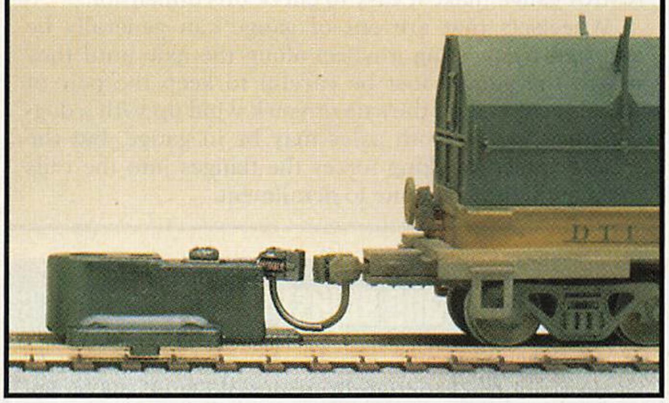
Check the gauge across both switchpoints as some are thicker than others. This means the turnout can be in gauge when it's lined for one route, but off in the other direction. File material off the inside of the thicker point to correct the gauge.

5 Install couplers properly

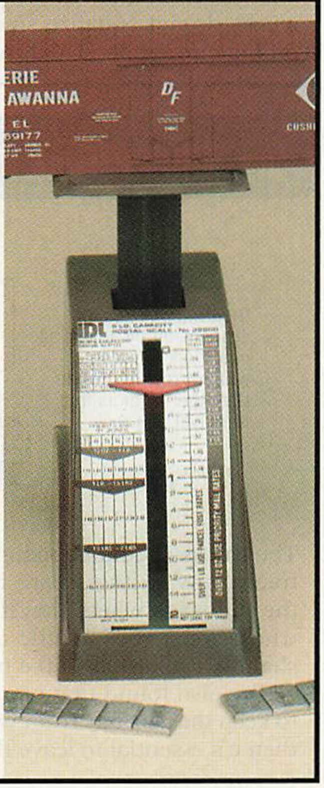
Couplers take a surprising amount of mechanical abuse on a layout, so their operating reliability depends upon proper installation and regular maintenance. Read and follow the manufacturer's instructions and take time to adjust the couplers for proper centering and minimal vertical play. Inspect the coupler and its mounting parts closely before installation and carefully remove any molding flash which impairs free movement.

Next, make sure the coupler box cover and its mounting screw(s) or the metal retainer clip are properly seated.

Finally, place the car on a piece of track and check the coupler height. Kadee makes an excellent HO gauge for this purpose; Micro-Trains makes one for N. Most freight cars tend to be low, so use washers to adjust the height for a perfect vertical match.



6 Weight appropriately



Most freight cars need some additional weight to obtain the best performance. The NMRA's Recommended Practice 20.1 includes the following formulas to determine the optimum weight based on the different car lengths (in inches):

Recommended total car weight (in ounces)

O scale: 5 plus 1 ounce per inch of length

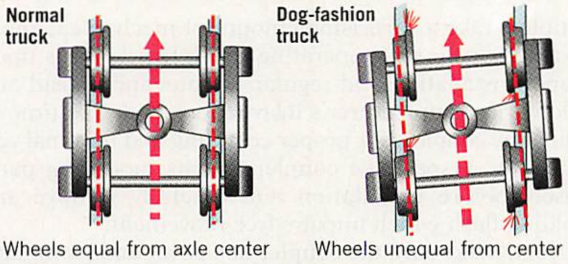
S scale: 2 plus ½ ounce per inch of length

HO scale: 1 plus ½ ounce per inch of length

N scale: ½ plus .15 ounce per inch of length.

All weight should be kept as low in the carbody as possible and the weights should be centered and secured so they cannot slide out of position and make the carbody tip to one side.

7 Check and adjust wheelsets



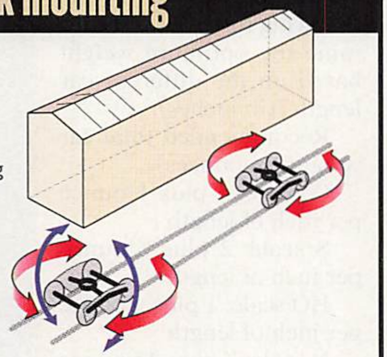
Wheelsets that are in gauge and centered on the axles are essential. I check every wheelset on every piece of equipment before it goes on the railroad. Most model manufacturers work to reasonable tolerances, but variations in gauge do occur. Two notches on the side of the NMRA gauge make it easy to check this dimension.

Wheelsets that are out of gauge can generally be adjusted by twisting a wheel along the axle until they match the gauge. Just be careful to keep the pair of wheels centered on the axle or you'll wind up with a dog-leg truck, where both axles may be in gauge, but the truck's angled tracking forces the flanges into the rails making them very prone to derailment.

8 Inspect and adjust the trucks

Inspect the trucks carefully and make sure all of the wheels contact the rails with even pressure. Cast, rigid truck frames sometimes warp slightly during shipment or storage. If so, they can be warmed under hot tap water and gently twisted until they're square again. If sprung trucks do not equalize smoothly, look for casting flash on the moving parts and carefully remove it.

9 Adjust truck mounting



Create a three-point suspension by adjusting one truck to swivel without rocking, while the other truck is free to swivel and rock

The trucks should be mounted on the car so they swivel freely. Any stiffness here forces the wheel flanges into the railheads where they'll find any imperfection. Both trucks must rock a little under the carbody to handle slight irregularities in the track.

I've also found that one truck can be kept fairly tight to keep the carbody from wobbling from side to side, but then it's essential to leave the other truck fairly loose.

10 Use minimal lubrication

Couplers should be lubricated with powdered graphite or Teflon as those don't attract dirt. A little puff of lubricant does the job and lasts a long time.

Needlepoint wheelsets running in acetal plastic sideframes seldom need lubrication unless they make noise. In such cases a puff of powdered Teflon does the job. Oil isn't recommended as it dries out and turns to a gummy residue that adds a lot of drag. Some petroleum-based oils will also damage the plastic in the sideframe.

Brass or metal trucks get a drop of light oil only if they make noise (the squeaky wheel gets the oil). Overlubrication seeps out and may damage the paint job.

11 Make running repairs

Everything I've covered so far can be done as you build your equipment fleet. But what about the cars already on the layout? A hard-nosed inspection of every car about once a year will reveal all sorts of things that have changed due to the wear and tear of an operating layout. The last time I did this major inspection only about ten percent of my veteran cars passed all of the standards!

To repair the numerous bad order cars (a prototype term for cars needing repairs), I sort them by the degree of work required. You'll find most require only minor repairs like adjusting the couplers, loosening a truck screw, or adding a bit of lubricant.

12 Maintain the fleet

Now that everything is up to standard, the trick is keeping your car fleet in top shape. On the Ohio Southern I'm now following a one-strike maintenance policy. If a car derails for any mechanical reason it's bad-ordered at the next terminal for delivery to the car shop (workbench) for further inspection and repairs.

. . . stay hard-nosed

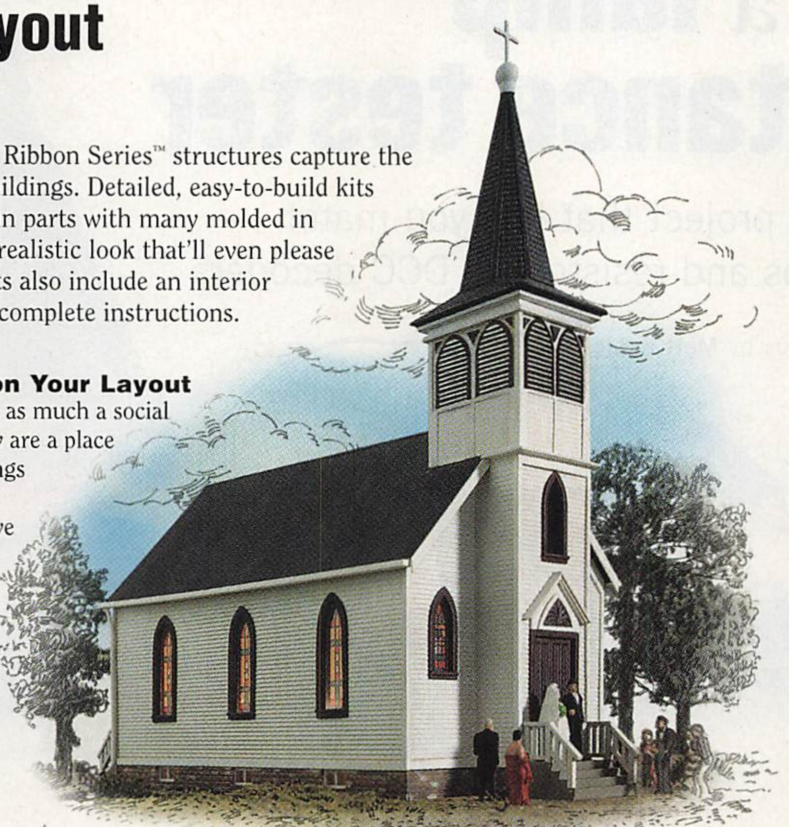
Many experienced modelers remain willing to put up with derailments as the price of running trains, but that's a rationalization to avoid investing the time it takes to make the necessary adjustments. Observe what's happening as the trains run and be hard-nosed about taking care of problems as soon as they're identified. After a while, you'll find fewer problems which need attention.

With the quality of the equipment we have today, there's no reason to put up with derailments any more. Putting in the five or ten minutes required to eliminate specific track problems, change-out bad wheelsets, and adjust each car makes an amazing difference in how your railroad performs – even when visitors are present! ✪

WALTHERS

Bring Real Hometown Flavor to Your Layout

Cornerstone Series® Gold Ribbon Series™ structures capture the charm of Victorian-era buildings. Detailed, easy-to-build kits feature snap-together main parts with many molded in two colors for a finished, realistic look that'll even please experienced modelers. Kits also include an interior light, realistic decals and complete instructions.



A Place of Worship on Your Layout
Small churches like this are as much a social center and landmark as they are a place of worship. Based on buildings constructed by rural congregations, Cottage Grove Church features a tall steeple and stained glass window decals, giving it a look of elegance. Venerable buildings like this are still in use across the continent, it'll look great on any steam- or diesel-era layout. Cottage Grove Church, 933-3606, $29.98, December Delivery

Is School in Session on Your Pike?
Each day, your great grandparents would walk miles, uphill both ways, through 10-foot deep snowdrifts, in subzero winter weather just to attend classes in a one-room schoolhouse like Cottage Grove School. From the top of its belfry down to its stone foundation with basement windows, this is one structure no rural scene should be without. Cottage Grove School, 933-3607, $29.98, October Delivery

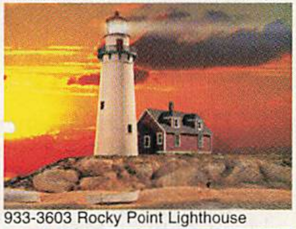
A Retreat for Your Railroad
Lake Forest Cottage is just the place for a little R&R. Wooden structures like this are at home on hillsides overlooking a lake, in small mountain villages, or at seaside resorts. To help set the scene, Lake Forest Cottage includes additional details including a trellis, table, umbrellas and chairs. Lake Forest Cottage, 933-3608, $24.98, September Delivery

Other Cornerstone Series® Gold Ribbon Series™ Kits

933-3600 River Road Mercantile

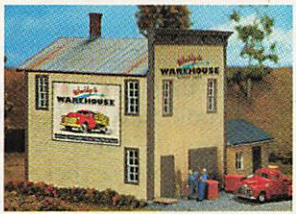
933-3601 Aunt Lucy's House

933-3602 Willow Glen Covered Bridge



933-3603 Rocky Point Lighthouse

933-3604 Smith's General Store



933-3605 Wally's Warehouse

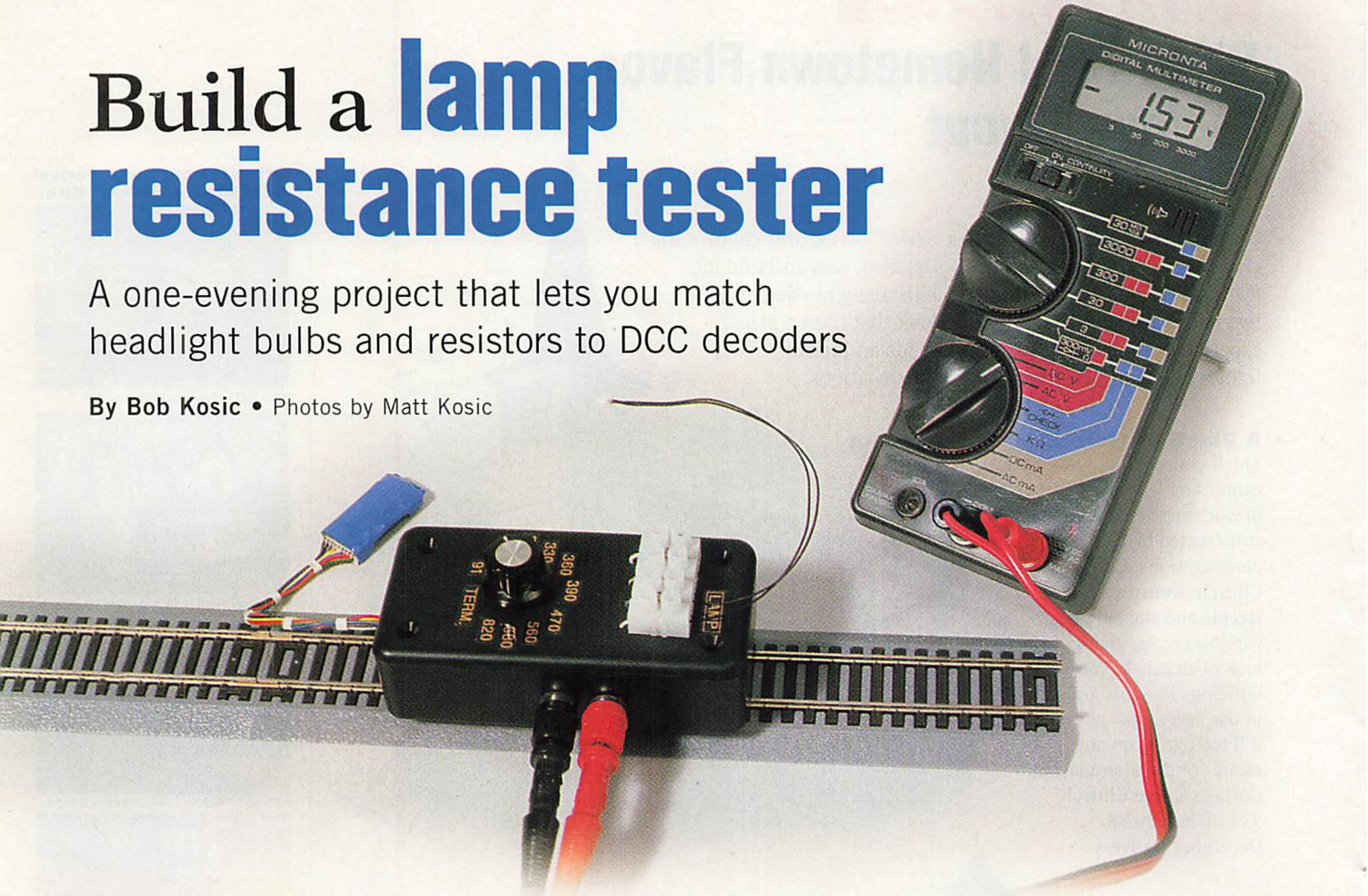
To see more Cornerstone Series® kits, visit walthers.com

Pre-production models shown; some details may vary. Colors shown are painted by modeler; paint not included. Figures, vehicles and other accessories sold separately. ©2001 Wm. K. Walthers, Inc.

Build a lamp resistance tester

A one-evening project that lets you match headlight bulbs and resistors to DCC decoders

By Bob Kosic • Photos by Matt Kosic



Bob Kosic built this DCC decoder lamp resistance tester to more easily find the best resistance value to use between a decoder and locomotive headlight.

Here's an easy method I've found for determining the best resistance value to place between a Digital Command Control (DCC) decoder and a headlight bulb to get the best appearance and performance.

With this simple test box, I can easily dial up the correct resistance value while monitoring the voltage across the function output with a digital voltmeter. You can construct the box in one evening with readily available parts.

The challenge

Decoders typically output 12V (volts) on their accessory functions, enabling a bulb rated at 12 to 14V to be powered from the function output. However, at that voltage these bulbs can generate enough heat to damage a body shell. Also, the bulbs are often too large for the headlight housing of a typical HO or N scale road switcher.

While grain-of-rice bulbs fit better, they typically are rated at 1.5 to 3V. The best way to decrease the decoder's output voltage for these bulbs is with a resistor wired in series between the decoder and the bulb.

I prefer a bright, piercing headlight. One way to obtain this effect is with a pair of 1.5V grain-of-rice bulbs mounted in the headlight opening so the bulbs represent a twin sealed-beam headlight.

However, over the course of many decoder installations I've found that all 1.5V bulbs are not created equal. The amount of current a grain-of-rice or grain-of-wheat bulb draws varies according to manufacturer. Even bulbs from the same package will vary in current draw and brightness with the same voltage. For this reason a "one size fits all" resistor value is not always practical.

Construction

A 12-position rotary switch is the heart of the test box. By turning the rotary switch to each position, you insert a different resistance value between the decoder output and the bulb. Banana jacks enable a digital voltmeter to be placed across the decoder output to measure the voltage across the resistor/lamp combination.

A variety of small experimenter's boxes are available at electronics stores such as Radio Shack. I suggest using a box with dimensions of at least 1" x 2" x 4".

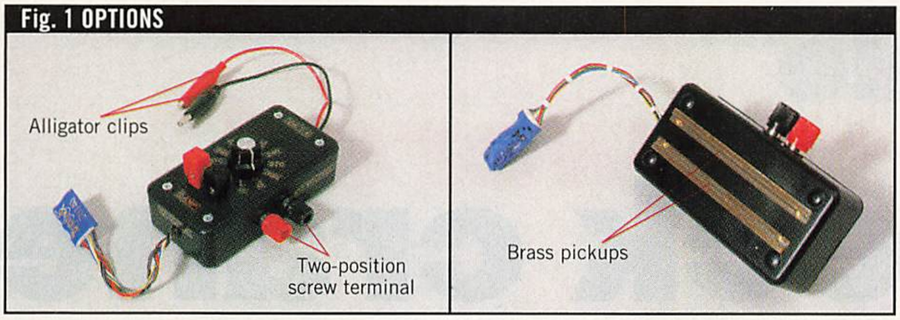
A friend, Arnt Gerritsen, built his test box with mini-alligator clips for the track power input (fig. 1). My version sports a pair of brass pickup strips on the bottom. This lets me to set the box across the rails to provide the track power input. I fabricated these strips from ⅛" brass I-beam stock soldered to a base of .016" brass bar stock. This was then gauged to fit over the railheads and screwed to the bottom of the box.

Inside the box

I used an experimenter's circuit board for neater component installation and ease in changing resistor values.

You can use either a two-position screw terminal or barrier strip to attach the bulb leads. Arnt used paired spring terminal blocks on his version, which makes hooking up bulbs even faster. You might also consider an additional pair of terminals attached to one of the rotary switch positions. This will let you insert a resistor of a value not included in your range on the rotary switch. Or you can build two test boxes – one with low-resistance values and one with a higher range.

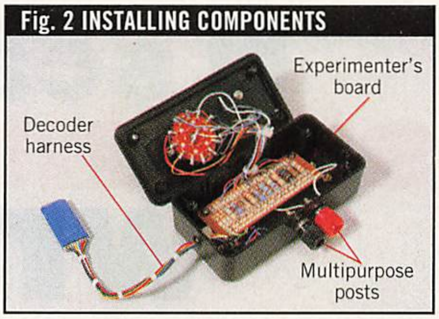
Fig. 1 OPTIONS



When Arnt Gerritsen constructed his version of the tester, he modified the lamp and track connections to suit his tastes.

Bob Kosic's tester has brass track power pickup shoes that fit over the railheads, eliminating the need for alligator clips.

Fig. 2 INSTALLING COMPONENTS



Using an experimenter's circuit board makes for neater construction. The voltmeter leads will plug into the multipurpose posts.

Fig. 3 SCHEMATIC

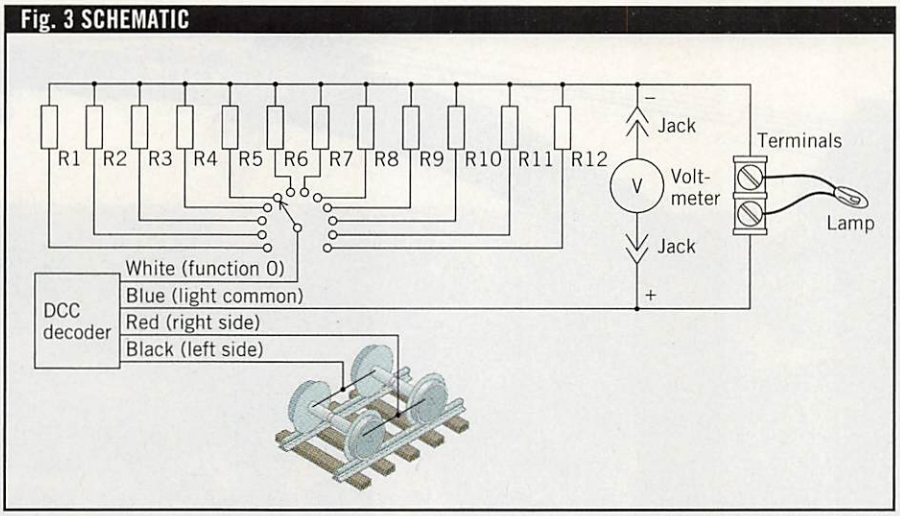


ILLUSTRATION BY RICK JOHNSON

Mount the multipurpose posts to the side of the unit. This is where you will connect the voltmeter (fig. 2).

Wiring in the decoder

I use Digitrax decoders in most of my locomotives, so I wired a Digitrax standard decoder harness to the box. This lets me plug in the actual decoder I will be using before making the tests.

When wiring the decoder to the tester, leave enough exposed wire so you can easily grasp the harness. Track input is tied directly to the red and black input wires.

On the output side of the decoder, tie the leads of the function 0 (white output) and the yellow (reverse direction) wires together. This will cause the bulb to light no matter what directional signal the decoder is sending. The blue (common return) wire attaches directly to the voltmeter input jacks and continues to the light bulb terminal as shown in fig. 3.

I labeled the terminals and the resistance value for each rotary switch position with a label maker.

Tester operation

Now you are ready to find the correct resistor to mate with a bulb. First, turn the rotary switch to the maximum resistance rating. By getting in the habit of doing this first you will never accidentally burn out a lamp.

Next, connect the bulb across the lamp terminals of the tester. Set your volt/ohm meter to the DC voltage setting and the scaling to 30V. Plug the meter probe wires to the tester's meter jacks.

Place the tester on the rails and select the test box's decoder with your DCC throttle. Turn on function 0 and begin to slowly advance down through the range of resistances until the bulb starts to light. The voltage readings on the meter will increase as the resistance decreases. Stop at each resistance value to let the meter reading stabilize. When the meter reading shows the voltage rating of the bulb, you will have found the correct resistor value.

Closing thoughts

You can combine light bulbs with resistor values to run them slightly on the hot side, approaching 1.6V. While this will cause the bulb to burn brighter, it shouldn't pose a longevity problem under normal operation. Be aware, however, that when using the zero channel to run a non-decoder equipped locomotive, the decoder's function output will increase by 200 mV (millivolts). You may want to choose a slightly higher resistor value if you frequently run analog locomotives on the zero address. ✪

Brothers Bob and Matt Kosic are regular MR contributors. Bob models the Atchison, Topeka, & Santa Fe's Illinois Division circa 1960 in HO scale.

Bill of materials

Radio Shack

270-1545 mini test clips 1⅜"
270-1802 1" x 2" x 4" plastic project box
274-621 two-position push-button terminal
274-661 multipurpose posts
274-678 miniature eight-position barrier terminal strip
275-1385 single-pole, 12-position rotary switch
276-148 dual mini board
RSU 10524320 knob

K&S Metals

230 .016" x ¼" brass bar stock

Special Shapes

15013 ⅛" x 1/16" brass I-beam stock

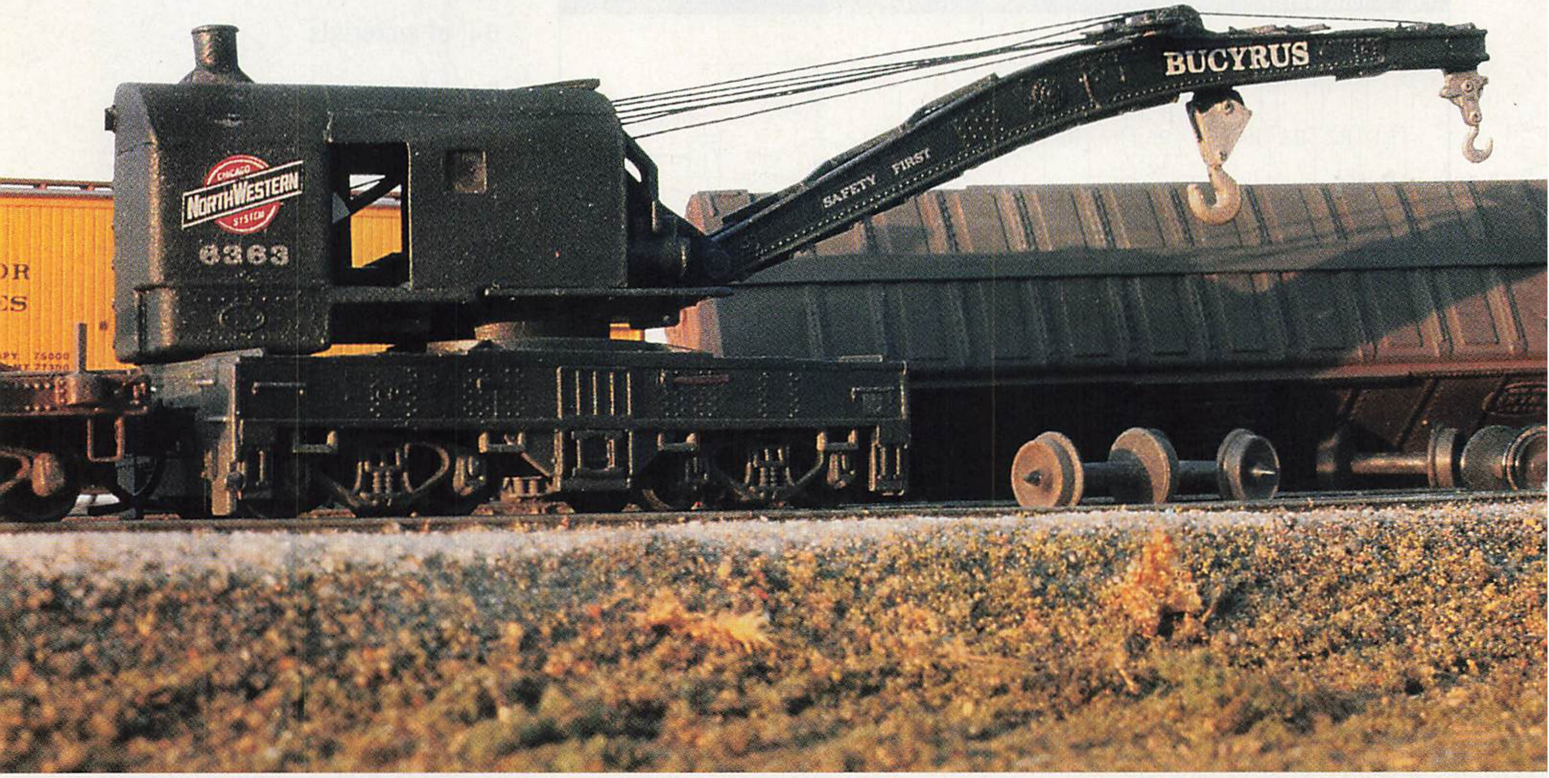
The following resistors give a good range of values. All values rated at ½ watt, 5 percent tolerance. One-fourth watt will work but some bulbs will run warmer. Resistors can be obtained through Digi-Key (www.digikey.com), Jameco Electronics (www.jameco.com), and Radio Shack (www.radioshack.com).

R1 680 Ω	R7 270 Ω
R2 560 Ω	R8 220 Ω
R3 470 Ω	R9 180 Ω
R4 390 Ω	R10 120 Ω
R5 360 Ω	R11 82 Ω
R6 330 Ω	R12 68 Ω

N scale steam-powered wreck crane

Use a Dimi-Trains kit as a starting point

By Keith Kohlmann



KEITH KOHLMANN

Keith Kohlmann built this Chicago & North Western 160-ton Bucyrus wreck crane by stretching the boom and modifying the cab of a Dimi-Trains N scale 120-ton Brownhoist crane kit.

At a friend's slide show I saw a fascinating set of photos showing Chicago & North Western Ry.'s no. 6363 Bucyrus wreck crane at work, and I knew I would not rest until I'd built a model as it appeared in 1955.

Bucyrus built 6363, a 160-ton steam-powered unit, for the C&NW in 1926. During the 1950s the wrecker primarily resided at the Erie Street roundhouse in downtown Chicago, awaiting calls to service on C&NW's Chicago Terminal, Wisconsin, and Galena divisions. It also served on the North Shore RR.

Wreck cranes are intended for serious accidents rather than routine maintenance, so steam-powered cranes spent much of their time spotted near roundhouses and shops connected to auxiliary steam lines, ready to respond to an emergency at a moment's notice.

Constructing the crane

I built my model in N scale, using Dimi-Trains' Brownhoist 120-ton crane, which needs only a few modifications to more closely match a typical Bucyrus unit. If you model in HO scale, Tichy Train Group's HO scale 120-ton Brownhoist crane is an ideal starting point. Because railroads modified almost all their wrecking cranes over the years, consult a photo of the particular unit you're modeling for accuracy.

I used Tenax-7R cement for all plastic joints. I also made the following modifications as I assembled the Dimi-Trains kit. Glue the metal weight in place with CA (cyanoacrylate adhesive) or Walthers Goo. I body-mounted the couplers by first cementing a scale 3 x 4-foot piece of .030" styrene to the underside of the frame at each end. This piece shimmed the Micro-Trains couplers I used to the correct height.

I mounted the couplers by first drilling no. 62 holes into the shims. After tapping the holes, I attached the couplers with 00-90 screws. Using a piece of .015" styrene cut to the dimensions shown in fig. 1, I filled in the oversized coupler openings at each end of the underframe.

Next, I removed the coupler pockets from a pair of Arnold freight car trucks, which most closely match the prototype's appearance. Since these trucks aren't listed in the Walthers

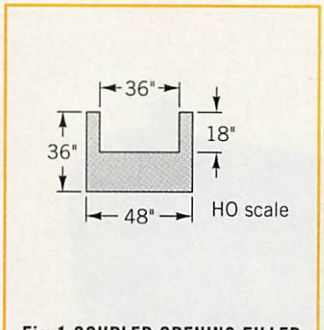


Fig. 1 COUPLER OPENING FILLER

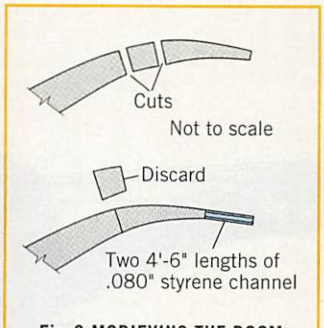


Fig. 2 MODIFYING THE BOOM

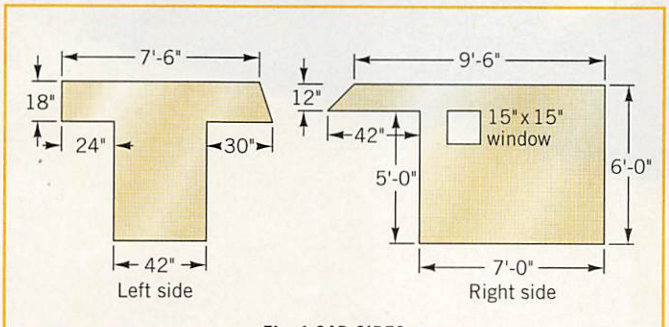
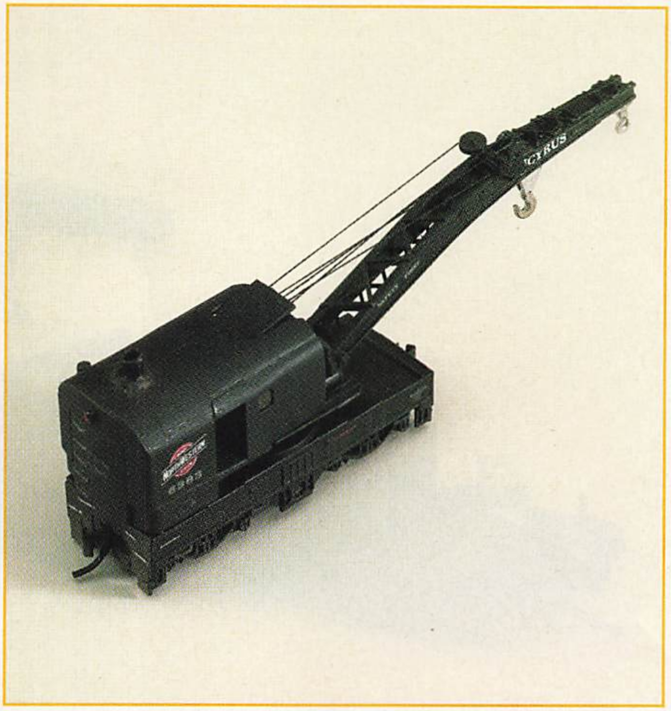
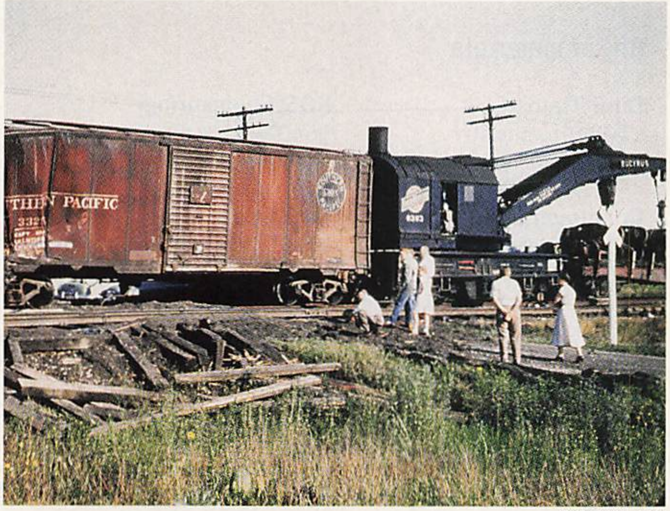


Fig. 4 CAB SIDES



BILL ZUBACK

Fig. 3 BOOM. The author relocated the hooks and pulleys, as well as the cross-bracing, in the Dimi-Trains kit to more closely match the prototype wreck crane he was following.



BOB GAULKE

The prototype wreck crane cleans up a derailment at Bain, Wis., on Aug. 22, 1953. Sure looks as if all the unusual activity has drawn a lot of spectator interest.

catalog, you may have to hunt at swap meets or on the Internet for a pair.

Nippers intended for plastic will work well for removing the coupler pockets. I replaced the oversize Arnold wheelsets with .560" pointed axle wheelsets with 33" wheels from North-West Short Line and positioned the trucks at the correct height with a Micro-Trains washer on each truck pin. I then glued extra weights inside the crane to improve tracking.

Modifying the boom

The prototype's boom was straighter and longer than the one in the kit. To straighten the boom, I first assembled the two halves. After cutting the boom into three parts as shown in fig. 2, I filed the mating surfaces to new angles and reassembled the two larger parts.

I then lengthened the boom by cementing two scale 4'-6" pieces of Evergreen .080" channel to the end. I reinforced the butt joint with 2 x 2-foot pieces of .015" styrene glued on the top and bottom of the boom halves, forming a box. Before gluing the top piece in place, I hid small metal weights inside the box as needed to help keep the cables tight.

I also relocated the hooks and sheaves (pulleys) to more closely match the prototype and rearranged the crossbracing on the boom to accommodate the new cable routings (fig. 3).

Making an enclosed cab

Most early steam wrecking cranes had open cabs with canvas curtains. However, at some point C&NW added sheet metal sides to better protect 6363's machinery and operator. To model the enclosed cab I began with .010" brass sheet-stock cut to the dimensions shown in fig. 4.

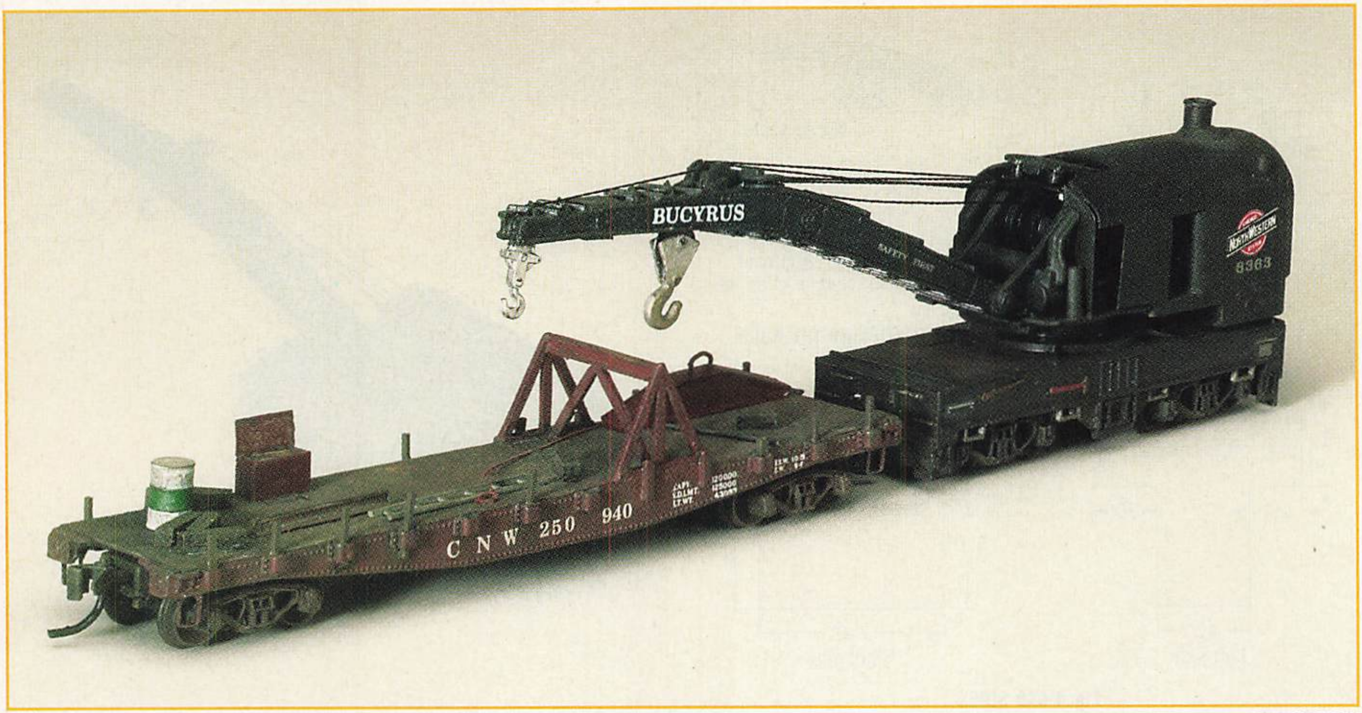
After forming the roof by gently wrapping a piece of sheet brass around the handle of a no. 1 hobby knife, I affixed the pieces with five-minute epoxy and also used small strips of brass shim stock behind the joints for reinforcement. I did not glue the cab enclosure in place because I wanted easy access to the pulleys for rigging the crane.

I made the emergency light on the back of the cab from .040" styrene rod that I later painted with a dab of glitter red paint found at most craft stores.

Painting, decals, and weathering

I painted the model with Floquil Engine Black and Glaze using a ratio of 95 percent color to 5 percent glaze thinned with 25 percent Floquil Airbrush Thinner. I also brush-painted the hooks, stirrups, and grab irons with Floquil Silver.

Because my model is N scale, I had to cannibalize appropriate decals from several HO scale sets. The heralds came from the small nose medallions of a Microscale set for C&NW passenger locomotive units. The silver numbers were from a Champion Decals set for C&NW steam locomotives. The large "BUCYRUS" signs on the boom came from Champion's set for the Gould Wrecking Train.



BILL ZUBACK

Fig. 5 BOOM IDLER CAR. With a few modifications, such as a new deck and Micro-Trains steps and trucks with low-profile wheels, an Atlas 40-foot flatcar became a boom idler car for the wreck crane.

I weathered the model with Doc O'Brien's Weathering Powders from Micro-Mark. I then rigged the boom with rayon thread and rubbed a bit of beeswax over the rigging lines to eliminate "fuzzies." I did not glue the lines in place so the boom could be raised and lowered.

Boom idler car

I built the boom idler car from a modified Atlas 40-foot flatcar I had found at a swap meet. After carefully removing the deck, I replaced it with a 9'-6" x 41'-6" piece of .015" styrene. Before gluing the deck in place with Tenax, I scribed lines 3¼" apart to give the appearance of individual boards. You also could use Evergreen's .020" freight car scribed siding.

I replaced the stirrups with a set from Micro-Trains and built the boom rest from HO 2 x 3 styrene strip. The final step was installing Micro-Trains Bettendorf (AAR) trucks with low-profile wheels as shown in fig. 5.

I airbrushed the idler car with a mixture of Floquil Box Car Red and Glaze. After the paint dried, I applied Walthers C&NW gondola set decals, then lightly weathered the deck with a wash of Floquil Roof Brown and dusted it with weathering chalks.

Ready for work

I detailed the wreck crane and deck of the idler car with numerous details, including an open toolbox full of tools, blocking, cables, a ladder, an oil drum, and miscellaneous tools. It was then ready to respond to any seriously derailed trains on my layout.

A typical wreck train included a locomotive, the wreck crane (with the boom trailing), the boom idler car, a tender, two 40-foot flatcars loaded with freight car trucks, four old boxcars converted to tool cars, a heavyweight dining car converted to a crew car, and a caboose.

A returning wreck train often included many badly damaged freight cars strapped to company flatcars. Rolling stock that had sustained less damage was brought back on its own trucks. Such a sight would make an interesting project for model railroaders to re-create on their layouts.

Keith Kohlmann is a middle school teacher living in Wisconsin, an avid fan of the Chicago & North Western, and a frequent contributor to MR.

Bill of materials

Dimi-Trains
1102 Brownhoist
120-ton crane

Champion Decals
BRH-32 Gould wrecking train decals
EH-18 CNW steam locomotive decals

Detail Associates
8405 assorted etched brass hand tools

Evergreen Scale Models
211 .040" styrene rod
262 .080" channel
8203 HO scale 2 x 3
9015 .015" sheet styrene
9020 .020" scribed siding
9030 .030" sheet styrene

Floquil
110005 Glaze
110010 Engine Black
110070 Roof Brown
110074 Box Car Red
110100 Old Silver

K&S Engineering
16402 .010" brass shim stock

Microscale
87-51 CNW passenger units

Micro-Trains
1001 trucks with low-profile wheels
1025 couplers
1082 flatcar stirrups

NorthWest Short Line
374674 or 375674 .560" wheelsets with 33" wheels

Walthers
38040 CNW gondola decal set

Miscellaneous
00-90 screws
beeswax
cyanoacrylate adhesive
rayon thread
Tenax-7R cement
Walthers Goo
weathering chalks

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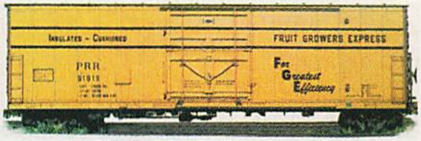
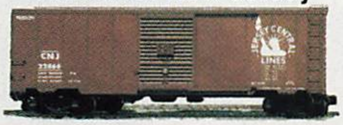


1675 - 50' Thrall Mill Gondola
10611 - 40' AAR Box Car (Youngstown Door)
12502 - 50' Plug Door Box Car

Central Of New Jersey



1626 - 40' 3-Bay Offset Hopper
2073 - 34' P.S. Covered Hopper
10612 - 40' AAR Box Car (Youngstown Door)

New York Central System

2072 - 34' P.S Covered Hopper
10610 - 40' AAR Box Car (Youngstown Door)
12002 - 50' Single Door Box Car

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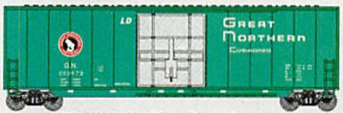
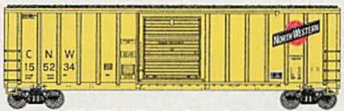


50' Hi-Cube Plug-Door Box car

50' Thrall Mill Gondola

#89425 Chicago & North Western



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50' FMC Single Door Box Car

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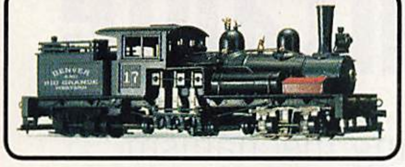

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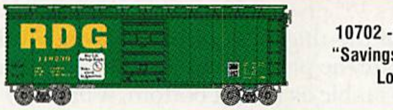

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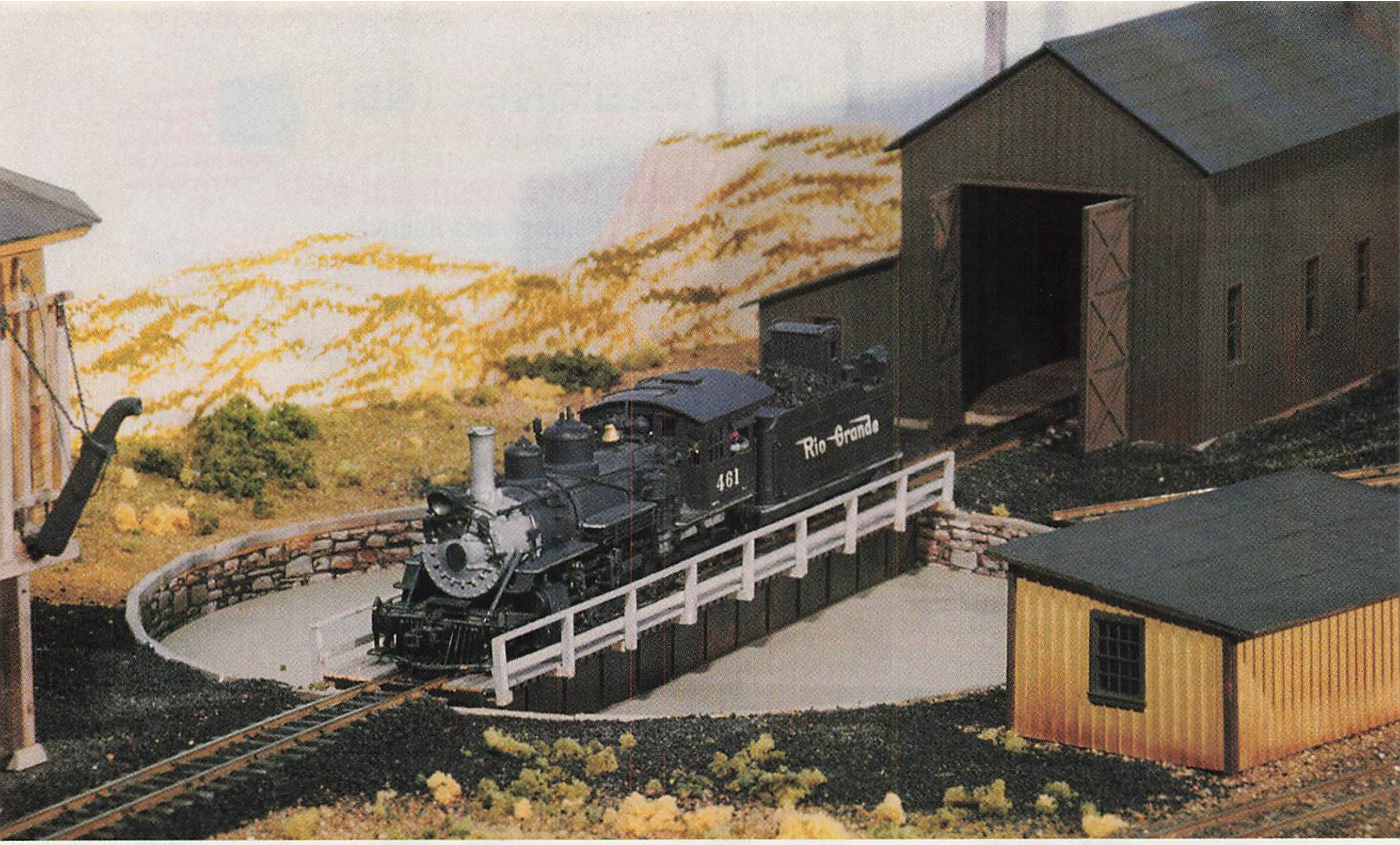


Build an inexpensive turntable

An Atlas HO turntable provides a reliable indexing mechanism

By Bob Foltz • Photos by the author

When it came time to install a turntable on my narrow gauge line, I went looking for a low cost option. The Atlas HO turntable immediately came to mind because it's inexpensive and very reliable. It's about 65 scale feet long (9"), making it perfect for the Denver & Rio Grande Western Mikados I plan to operate. This size will also handle small standard gauge steam and four-axle diesel locomotives.

My turntable was going to be located fairly high and at the rear of a scene, so it didn't have to be very fancy. The automatic indexing is handy since visual alignment is difficult at this location.

Appearance factors

My initial problem was figuring out how to add a pit and girders beneath the bridge to make the flat Atlas turntable look more realistic. The girders from a Micro Engineering standard gauge 30-foot bridge looked great and their height matched the thickness of my yard's ½" plywood base.

I used the thickness of the plywood to simulate the pit wall and installed the Atlas turntable as the pit bottom. A pair of girders are mounted on the bottom to simulate the turntable bridge. By keeping the pit floor very plain, most visitors don't notice that it also turns as the turntable bridge rotates.

Fitting the base

My first step was to disassemble the turntable and sand off the molded details. Then I soldered a short wire to each of the original rails as shown in fig. 1. These leads power the narrow gauge bridge rails allowing me to take advantage of the turntable's automatic polarity reversing.

I cut a rectangle to contain the turntable out of the yard base so I could do most of the construction at my workbench. See fig. 1. Next, I carefully cut a circular hole which matches the diameter of the rotating base and a rectangular hole to clear the mechanism.

My mechanism is concealed by a removable shed so I have access if the drive belt must be replaced. I also used this shed as a view block to help conceal the movement of the pit floor.

The extension between the mechanism and the turntable has a raised area which kept the plastic base from fitting flush against the plywood. I chiseled away a layer of wood to provide clearance so the turntable rested flat against the plywood as shown in fig. 2.

The Atlas model has notches cast into the ring around the turntable to position the lead tracks. I laminated styrene strips to fill these notches and then spray-painted the visible parts with Polly Scale Aged Concrete.

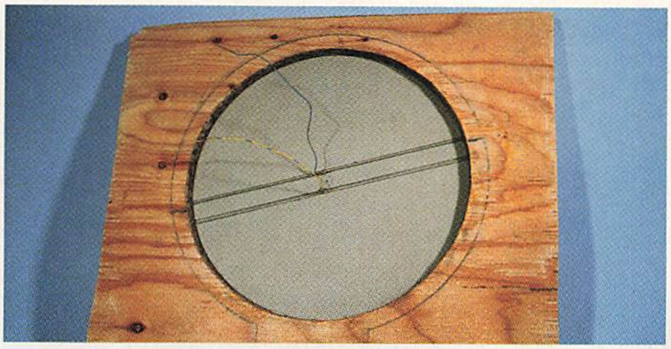


Fig. 1 TURNTABLE ASSEMBLY. Bob cut a circular opening into a piece of ½" plywood for the new turntable pit. He soldered wire leads to the original rails to carry current up to the new bridge track.

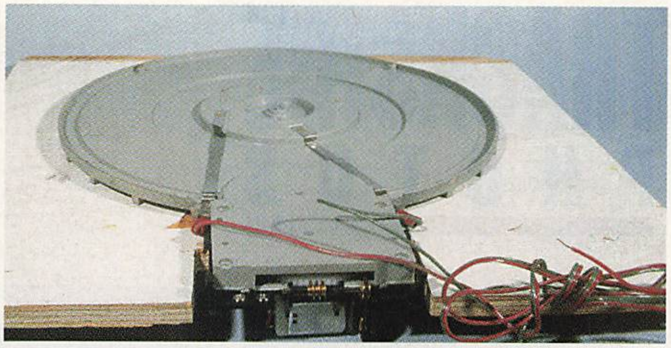


Fig. 2 TURNTABLE MOUNTING. This upside-down view shows the Atlas turntable mounted to the plywood base. One layer of the plywood was removed to clear the raised outer ring around the original turntable.

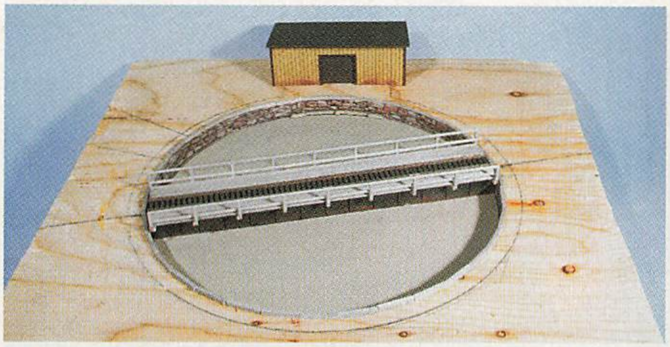


Fig. 3 TOPSIDE DETAILS. A retaining wall lines the pit and its top edge is concealed with 8 x 8 timbers. The small shed hides the mechanism.

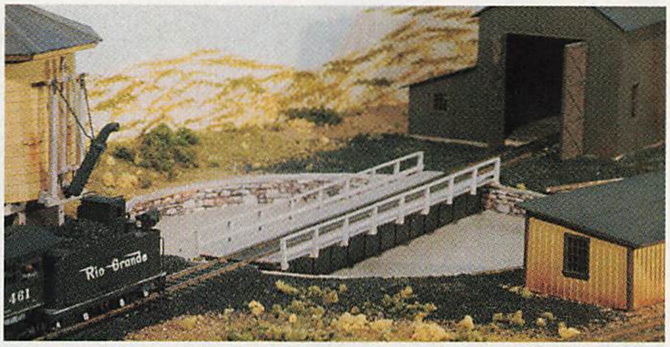


Fig. 4 WALKWAYS AND RAILINGS. Bob scratchbuilt all of the turntable walkways and safety railings from stripwood.

Two of the kit's original mounting holes are in the mechanism area and cannot be used, so I drilled two new mounting holes through the ring and attached the turntable from below. A scratchbuilt shed covers the mechanism.

I used Vollmer embossed stone paper, toned down a bit with weathering chalks, to simulate the masonry pit wall. Plain styrene could also be used to simulate a concrete wall. Then I framed the pit with scale 8" x 8" timbers to conceal the thin edge of the pit wall.

Bridge construction

It took a pair of Micro Engineering bridge kits to get enough components for my turntable bridge. I spray-painted it black and weathered it with rust and grime as shown in fig. 3.

The Atlas turntable has a screw at its exact center. I used this screw as a guide to carefully cement the bridge in place. Two pieces of Micro Engineering HOn3 bridge track were needed to span the turntable. (One length will do for a standard gauge turntable.) I cut them to length and painted and weathered these pieces before cementing them on top of the bridge. The alignment of this track is very important as it must be centered in both directions over the original track or the rails will not align with the lead tracks. Then I soldered the wire leads to the rails.

The walkways and railings, shown in figs. 3 and 4, are made of prestained stripwood, but strip styrene could also be used. These walkways are supported by doubled scale 2 x 6s which extend across the bridge girders. I cut them extra long so the vertical posts could be attached before trimming. My walkways have scale 3 x 10 planking with staggered joints while the railings have 6 x 6 posts and 2 x 6 runners.

Installation

I installed the turntable in the yard and wired it according to the instructions. Once I laid the lead tracks and added ballast, my narrow gauge turntable was ready for years of service. ♦

Bob Foltz is a retired U. S. Army officer who's active in the National Model Railroad Association and the Santa Fe Ry. Historical and Modeling Society. His wife, Linda, and son, Brian, are also accomplished modelers.

Bill of materials

Atlas
210 HO turntable
304 motorizing kit

Evergreen styrene
146 .040" x .125" (HO 3 x 10) strip
175 .100" square (HO 8 x 8) strip
8206 2 x 6 strip
8606 6 x 6 strip

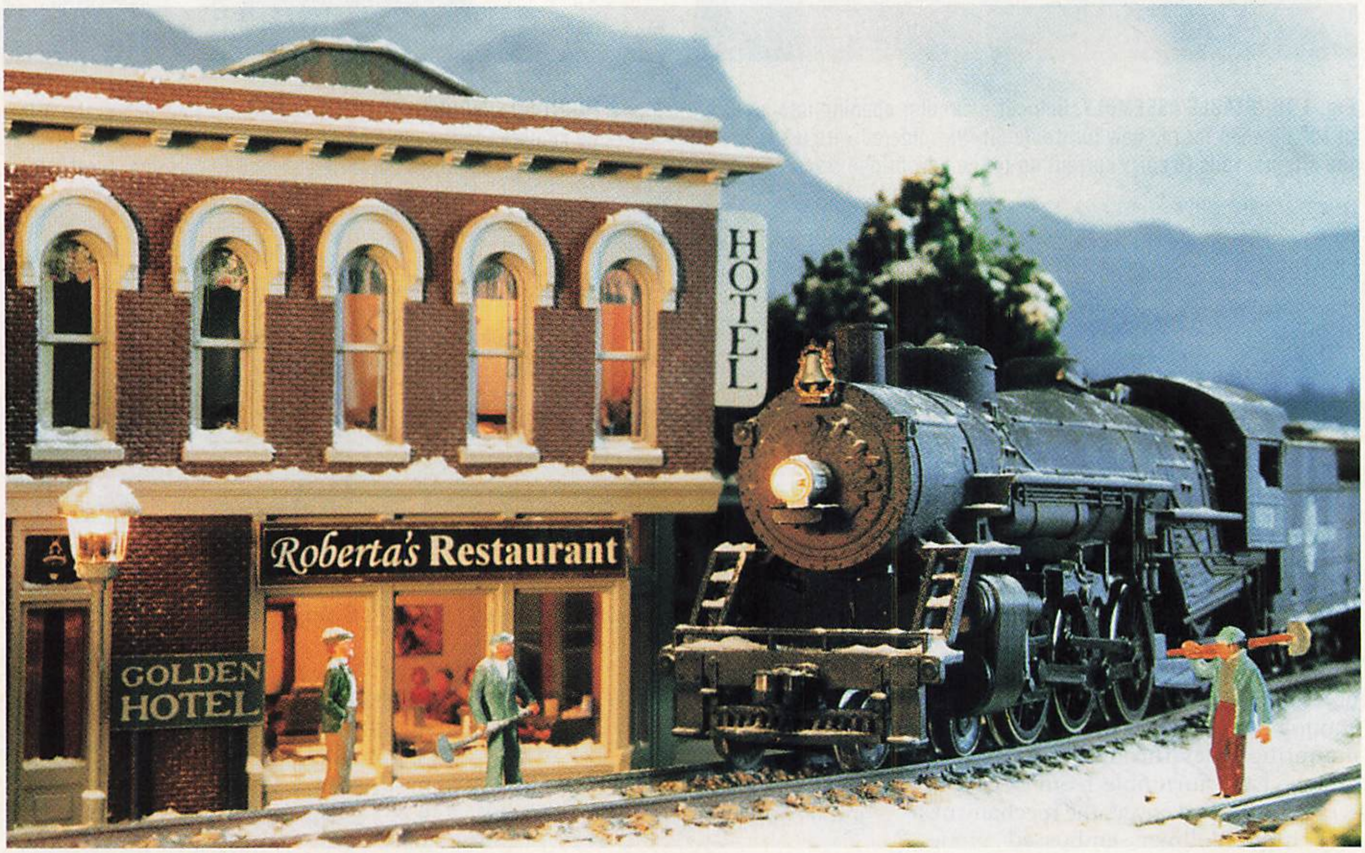
Floquil Polly Scale paint
414113 Reefer White
414290 Engine Black
414320 Aged Concrete

Kappler Lumber
216 2 x 6 stripwood
233 3 x 10 stripwood
249 6 x 6 stripwood
259 8 x 8 stripwood

Micro Engineering
11101 HO code 83 bridge track (1 pc.)*
11102 HOn3 code 55 bridge track (2 pc.)
11103 HO code 70 bridge track (1 pc.)*
75502 deck girder bridge kit (2 required)
*Standard gauge turntable requires one piece of no. 11101 *or* no. 11103 track.

Vollmer
7369 embossed stone sheet

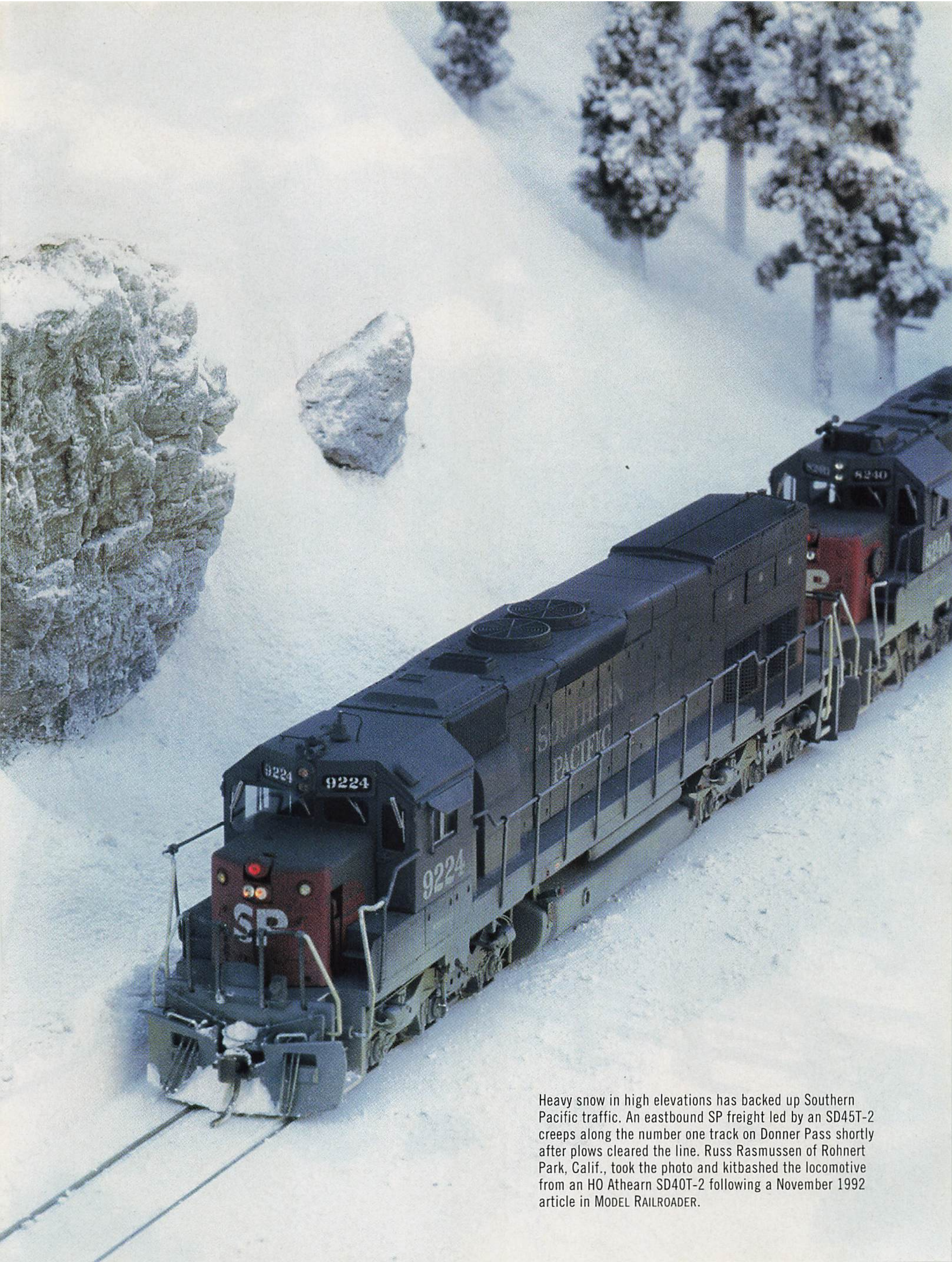
TRACKSIDE PHOTOS



Midwinter tale

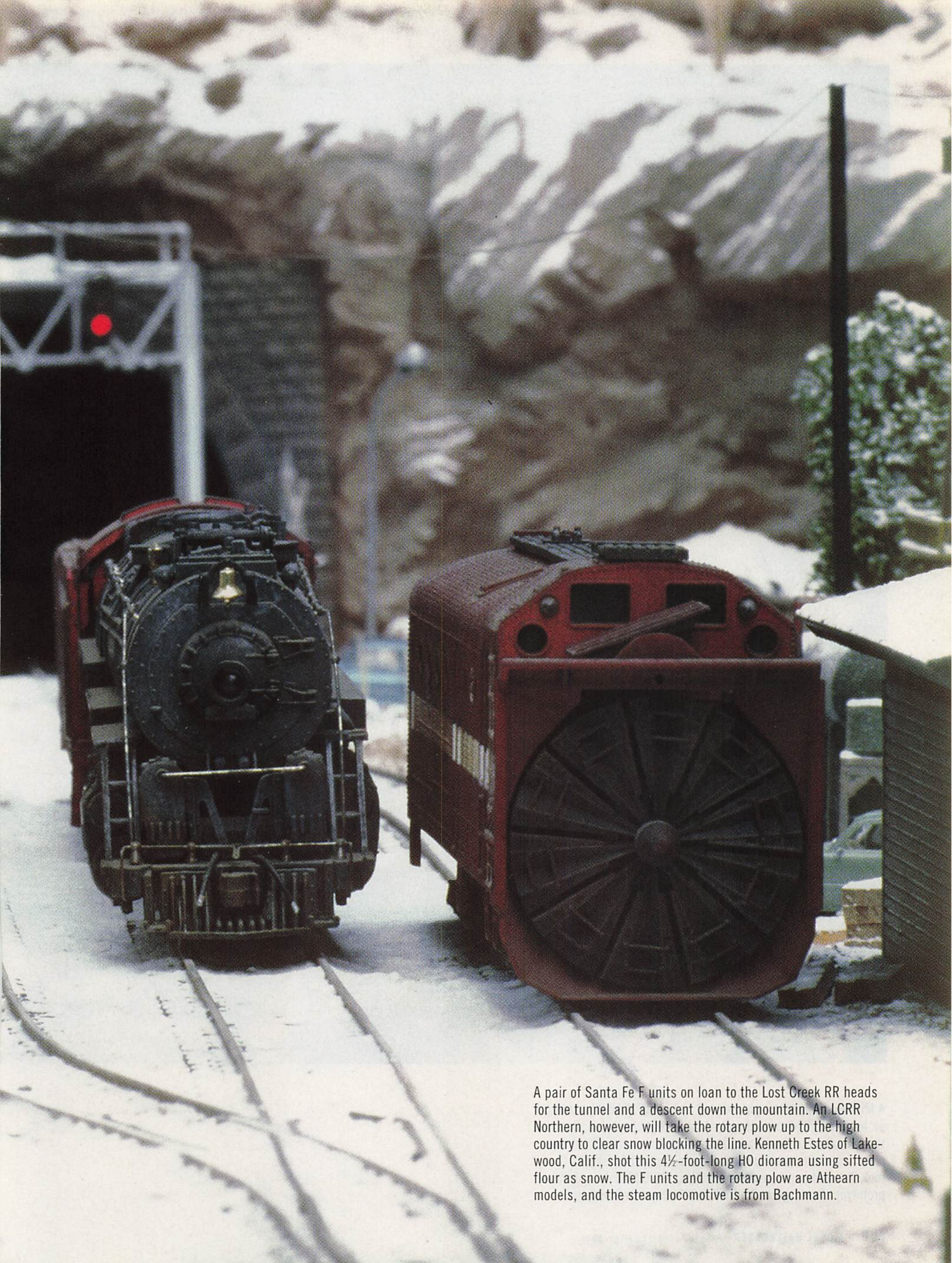
Mountain ski resorts thrive in the snows of winter, but the storms can snarl rail traffic even as it transforms the landscape with a cold sheen. We brought together modelers from the United States and Canada to record the effects of wide-ranging storms in the West.

▲ The snow hasn't done its worst yet in this part of the Rocky Mountains as the crew of a way freight takes a few moments to savor the warmth of a trackside restaurant. Three local men take their own time out to admire the 4-6-2 Pacific before it makes the night run from Golden to Glacier. Glenn Matthews of Victoria, British Columbia, took this picture on his HO Rocky Mountain Ry. He modified the Pacific from a Mehano model and built the hotel from a Design Preservation Models kit.

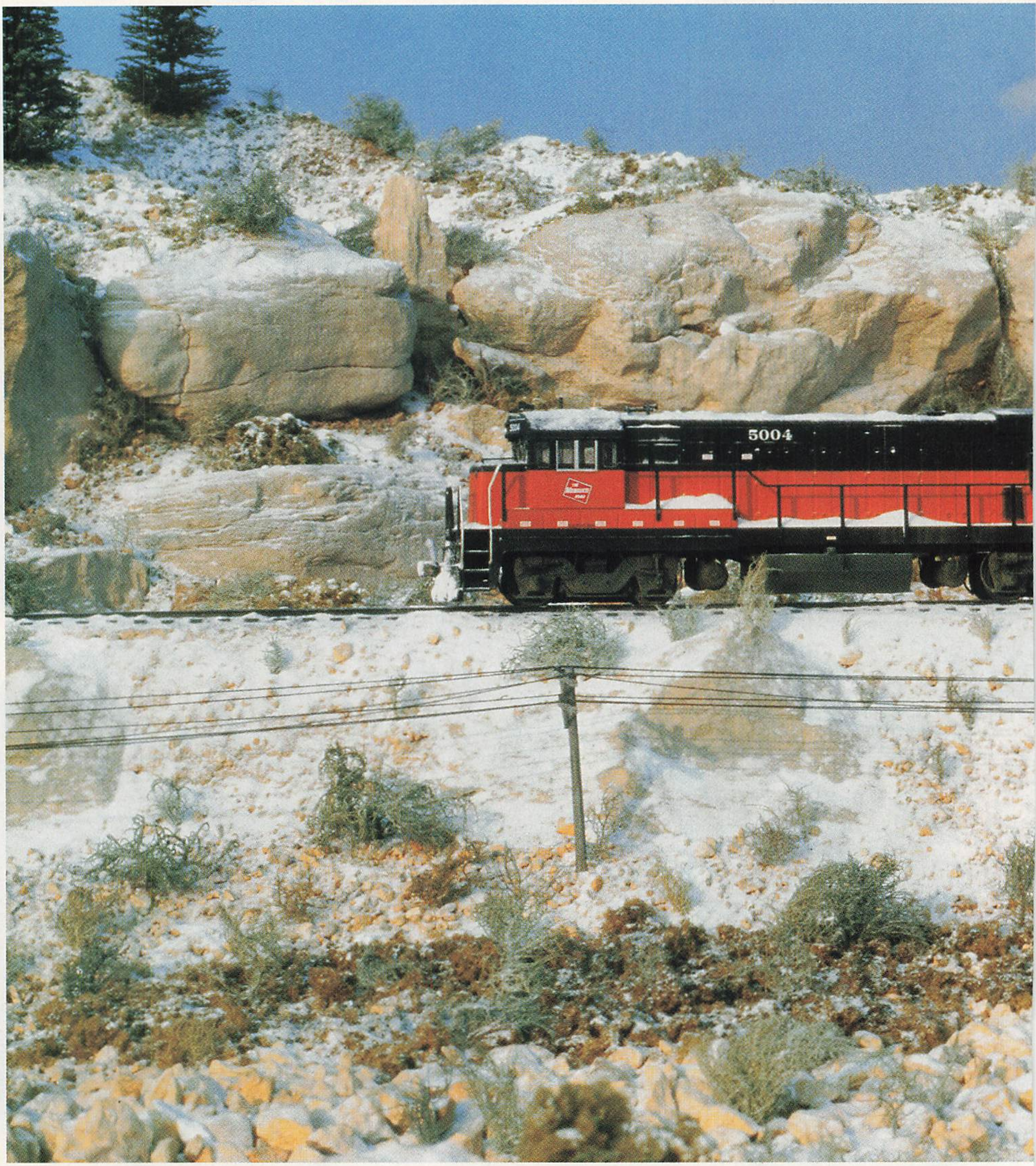

9224
9224
9224
SP
SOUTHERN PACIFIC
8240
8240
SP

Heavy snow in high elevations has backed up Southern Pacific traffic. An eastbound SP freight led by an SD45T-2 creeps along the number one track on Donner Pass shortly after plows cleared the line. Russ Rasmussen of Rohnert Park, Calif., took the photo and kitbashed the locomotive from an HO Athearn SD40T-2 following a November 1992 article in MODEL RAILROADER.

271C
271C
271C
SANTA FE
SANTA FE



A pair of Santa Fe F units on loan to the Lost Creek RR heads for the tunnel and a descent down the mountain. An LCRR Northern, however, will take the rotary plow up to the high country to clear snow blocking the line. Kenneth Estes of Lakewood, Calif., shot this 4½-foot-long HO diorama using sifted flour as snow. The F units and the rotary plow are Athearn models, and the steam locomotive is from Bachmann.



A Milwaukee Road freight headed by two GE U-boats carries an extra cargo of snow it picked up in the mountains, but at this elevation in the Pacific Northwest, the overnight snow-cover will melt away by noon. Ronald Furto of Crest Hill, Ill., took the photo and modified the Atlas HO U23Bs to match the prototype. Trailing are Walthers PS2-CD covered hoppers.

5001
M
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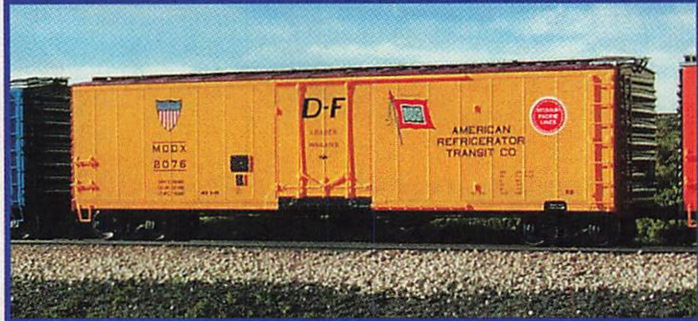
TRACKSIDE PHOTOS

BLUEPRINT SERIES
HO ROLLING STOCK KITS
by BRANCHLINE TRAINS

HO 50' PLUG DOOR BOXCARS

STANDARD STYLE



The following road names were available as of 12/1/01 - See your dealer

1701	C&O	1707	NKP	1713	T&P
1702	CGW	1709	RBBX	1714	UP
1704	KO&G	1710	FGEX	1715	ART
1705	M&STL	1711	WFEX	1717	PRR
1706	ART				

After WWII many railroads experimented with the use of plug doors on boxcars. Similar in design to the doors used on many refrigerator cars, boxcar plug doors offered a tight seal and a smooth inside wall surface. Plug door boxcars gained popularity starting in the 1950's. During the following decade thousands of cars were built for a number of different owners. Many of these cars were built using modified AAR design bodies which featured 8/8 panel riveted sides, diagonal panel roofs and Improved Dreadnaught ends. These cars were classified as AAR classes "RB" or "RBL" meaning "bunkerless refrigerator car" (no ice compartments) "constructed with insulation in side, ends, floor and roof." These cars were used to haul a variety of products, many of which had formally been hauled in reefers. Most of these cars also carried load-restraining devices in order to better protect the contents.

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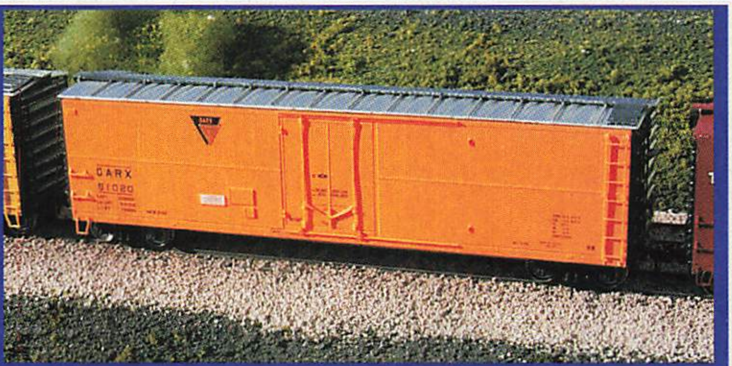

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1802 GARX/SLSF	1810 C&NW
1804 GARX/T&P	1811 GARX/MKT
1805 GARX/SP (YELLOW)	1813 GARX/SSW
1806 GARX/SP (RED)	1814 GARX/RI
1807 GARX/NKP	1815 GARX/D&RGW
1808 GARX/NKP	1819 UP

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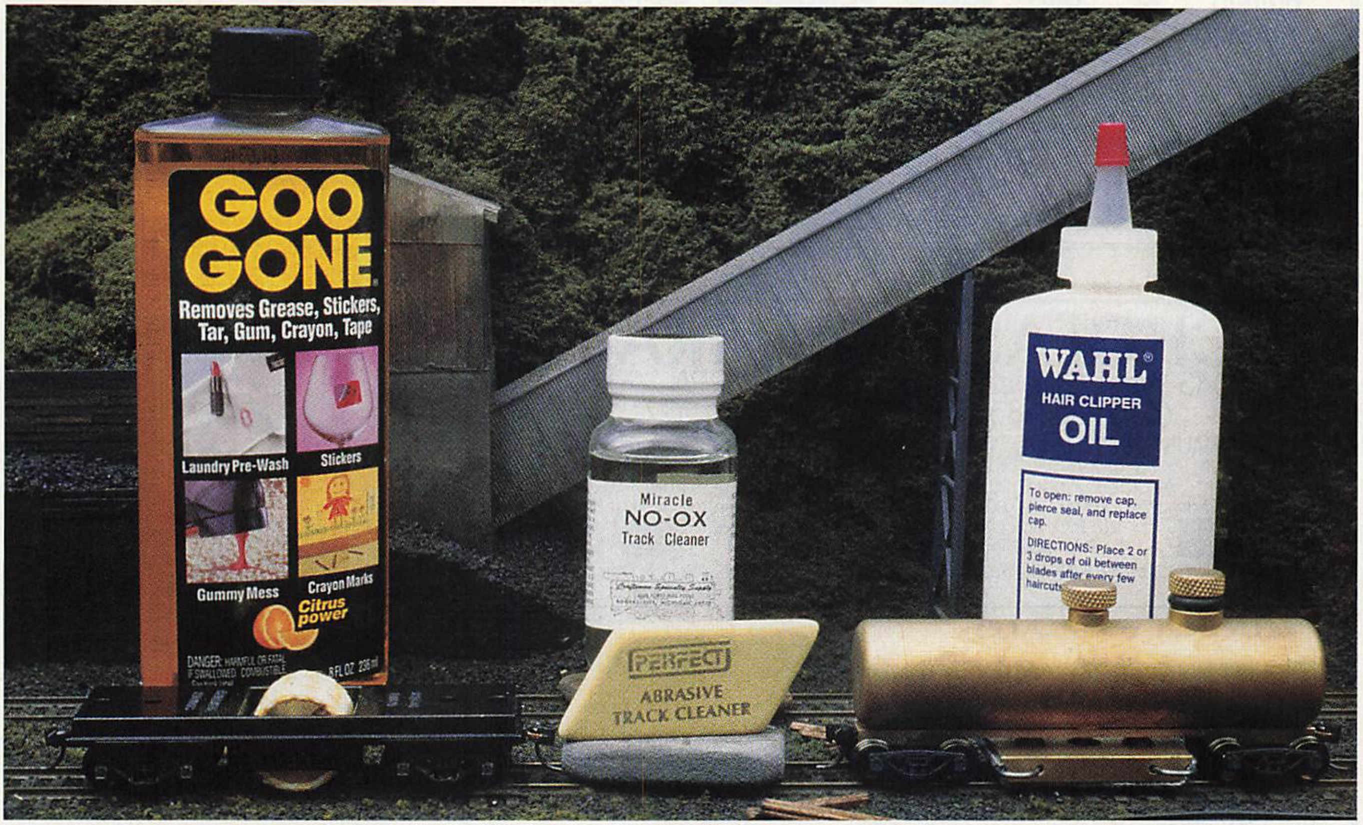

GOO GONE
Removes Grease, Stickers, Tar, Gum, Crayon, Tape
Laundry Pre-Wash
Stickers
Gummy Mess
Crayon Marks
Citrus power
Miracle
NO-OX
Track Cleaner
PERFECT
ABRASIVE TRACK CLEANER
WAHL
HAIR CLIPPER
OIL
To open: remove cap, pierce seal, and replace cap.
DIRECTIONS: Place 2 or 3 drops of oil between blades after every few haircuts

PHOTOS BY LIONEL STRANG

Lionel has successfully used these track cleaning products on his HO Allegheny & Lackawanna Southern for several years.

Track cleaning

Recently I attended my first operating session at the Waterloo Regional Model Railroad Club. My conductor was Bill Fairhurst, and the power for our train was a GP35 and an F7B. Neither locomotive was running well because their wheels had picked up dirt and grit, which came from the club's recent construction in the area.

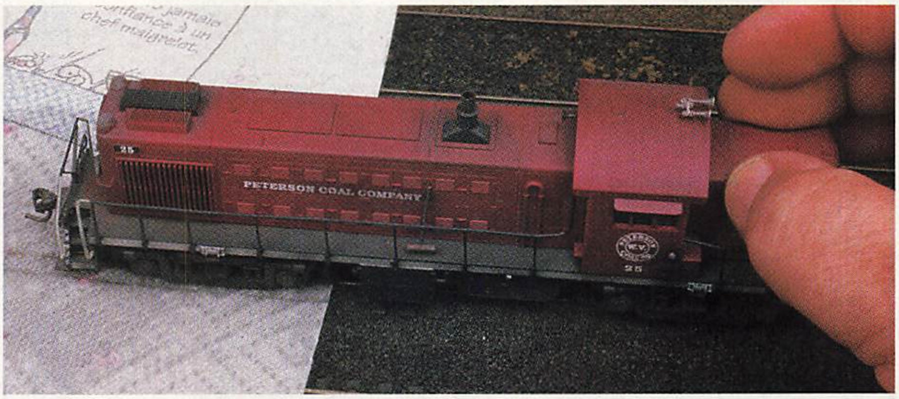
I know how frustrating it can be to have guests visit and not have things work right. But Bill showed me an easy way to clean locomotive wheels.

He laid a piece of paper towel on the tracks in front of the locomotives and dribbled a few drops of Wahl Clipper Oil on it. Then Bill put one truck of the GP35 on the track over the paper towel; the other truck sat on the uncovered track for power. When Bill removed the locomotive from the paper towel I could see two strips of dirt that had come off the locomotive wheels. Bill turned the locomotive around and repeated the procedure. The engines ran flawlessly for the rest of the session.

Abrasive cleaner

But no matter how clean your locomotive wheels are, for smooth running it's essential to have clean track. I've used several methods on my Allegheny & Lackawanna Southern.

The simplest way is to use an inexpensive semi-abrasive cleaning pad; I prefer the eraser-type pads from Peco. Apply just enough pressure with the fingertips to the top of the pad to move it – there's no need to press very hard. As the pad moves across the tops of the rails dirt, oil spots, paint, and thin plaster drippings from scenery work come off. You can vacuum the track afterward


PETERSON COAL COMPANY
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When Lionel saw the paper-towel-and-oil method of cleaning locomotive wheels at a club operating session he couldn't wait to get home and try it on the A&LS fleet.

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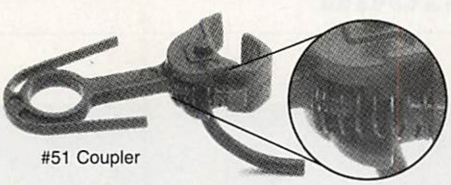

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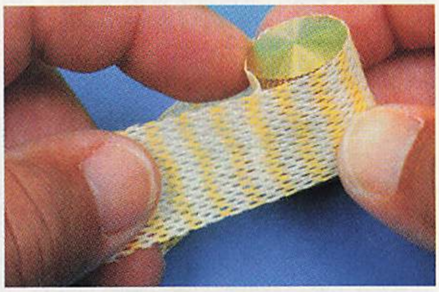

To prepare the Centerline car, wrap a cloth strip around the wheel, then hold it on with thread secured by cyanoacrylate adhesive.

Don't be afraid to put too much Goo Gone on the wet wheel as it will evaporate fairly quickly and leaves little residue.

to pick up little specks of the abrasive and dirt, especially around turnouts.

After I've cleaned the track with an abrasive pad I put Wahl Clipper Oil (www.wahl.com) on the railhead. A couple of drops will spread over the entire layout as a thin, non-lubricating coating that protects rail from oxidizing and helps conduct electricity. But if you can see it or feel it, you have used too much.

Track cleaning cars

Several types of track cleaning cars are made to be pulled by a locomotive. I've tried two with great success. Tony's Train Xchange's (www.ttx-dcc.com) CMX+ car is constructed of solid brass, weighs about one pound, and is compatible with most solvents. It has a controllable dispensing rate for the cleaner to drip onto a corduroy-like cleaning pad that slides along the track.

The cleaning pad should be sufficiently wetted with solvent to clean properly. The pads can be reused by either removing them and washing with detergent or by rubbing the cleaning pad with a rag until dirt is removed.

The CMX+ can be converted into an abrasive cleaner by changing the pad to 400- or 600-grit wet-or-dry sandpaper. I've used this rail cleaning car several times with Goo Gone with good results.

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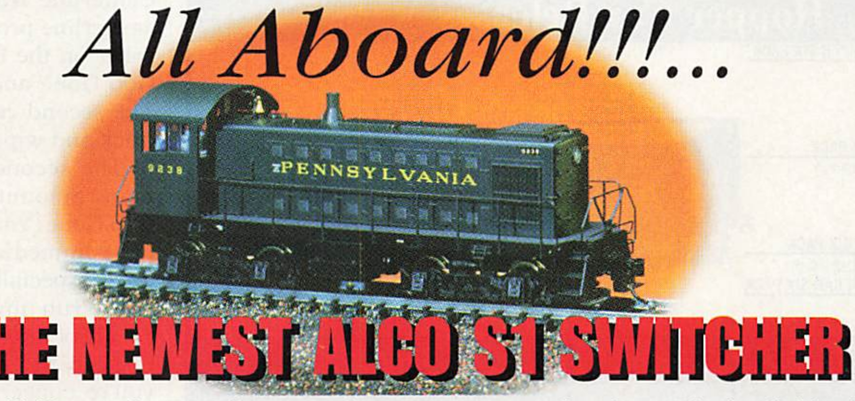

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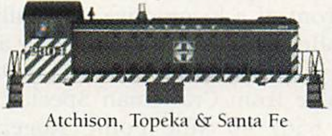
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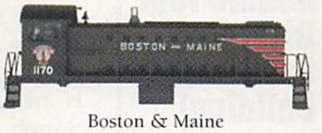

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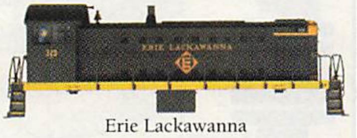

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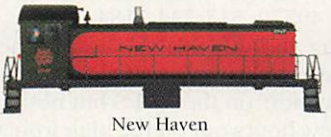

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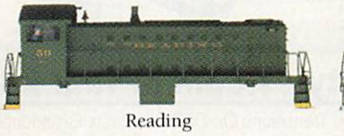

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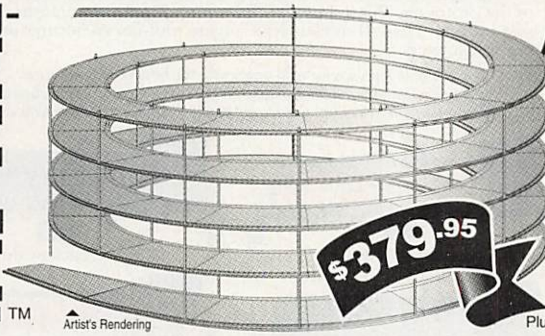
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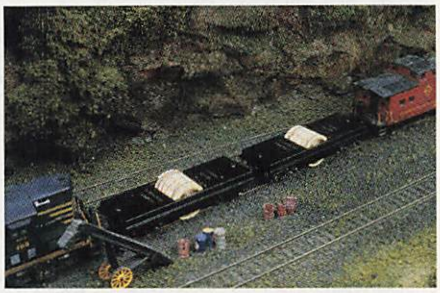
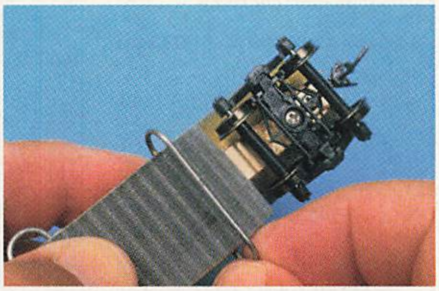


Lionel uses two Centerline track cleaning cars: the first one saturated with Goo Gone and the second dry to pick up loosened dirt.



The hardest part about using the CMX+ car is securely fastening the cleaning rag to the cleaning pad with the arms, as shown here.

More recently I've been coupling two Centerline track cleaning cars (www.centerline-products.com) together. The roller on the first car is saturated with Goo Gone and applies it to the track. The second car's dry roller scrubs the track and wipes the railhead clean.

The second car picks up an enormous amount of dirt loosened by the Goo Gone. You need to change cleaning pads immediately when they become dirty, especially on the Goo Gone car.

I'll run my Centerline train every couple of months or so, which is enough to keep the layout running nicely. If you're concerned about residual Goo Gone on the rails, just run the Centerline cars with dry rags to wipe the rails.

Track protection

Once you've cleaned all the dirt off the rail apply No-Ox to the track to remove oxides and prevent their accumulation. Just put a few drops on each rail in front of a locomotive. I usually do this after I've cleaned the track or at the start of an operating session. No-Ox is available from Craftsman Specialty Supply, 6567 40 Mile Point, Rogers City, MI 49779; 517-734-3184.

Having said all this there's another way to keep your track clean: Run trains! I enjoy workin' on the A&LS but nothin' beats a few hours out on the high iron. ♦

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827	No. 6.5 RH Curved	$18.88
828	No. 8 LH Curved	$18.88
829	No. 8 RH Curved	$18.88
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889	No. 7.5 RH Curved	$20.28
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891	No. 5 LH	$9.95
892	No. 5 RH	$9.95
893	No. 3 Wye	$9.95
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895	No. 7 RH Curved	$19.58
896	No. 8 Double Slip	$38.48

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830	30 Degree Crossing	$11.18
831	45 Degree Crossing	$11.18
832	60 Degree Crossing	$11.18
833	90 Degree Crossing	$11.18
897	Transition Track	$4.18
899	Bridge Track	$9.95

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89	No. 6 LH (lg) insulfrog	$11.89
91	No. 4 RH (sm) insulfrog	$9.79
92	No. 4 LH (sm) insulfrog	$9.79
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96	No. 5 LH (med) insulfrog	$10.49
97	No. 3 Wye insulfrog	$9.79
98	No. 5 Wye insulfrog	$11.19
99	No. 6 3-way insulfrog	$11.19
ST244	No. 6 curved RH insulfrog	$14.69
ST245	No. 6 curved LH insulfrog	$14.69
PL-10	Switch Machine	$5.49

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102	No. 4 RH Turnout	$12.49
103	No. 6 LH Turnout	$12.49
104	No. 6 RH Turnout	$12.49
105	No. 8 LH Turnout	$14.95
106	No. 8 RH Turnout	$14.95
107	No. 4 Wye Turnout	$14.95
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109	No. 6 Single Crossover Left	$26.95
110	No. 6 Single Crossover Rgt	$26.95
111	No. 4 Double Crossing	$39.95
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127	No. 6 Curved (24"-20")RH	$19.95
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129	No. 8 Curved (36"-32")RH	$24.95
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282	No. 4 RH	$6.29
283	No. 6 LH	$6.29
284	No. 6 RH	$6.29

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168	3' Flex Track	$1.89
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1383	Cinders medium	$4.99
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1389	Gray coarse	$4.99
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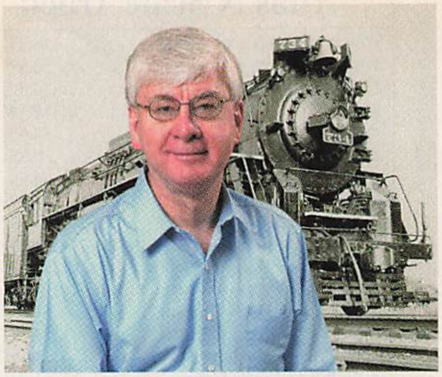
Trains of Thought



A Sensible Size

Commentary by Tony Koester

The trains I had as a kid were Lionel O-27, so I thought friends who had American Flyer S gauge were clearly disadvantaged. I guess I was too thick in those days to notice that their stuff ran on the proper number of rails (two instead of three) and was much closer to scale size.

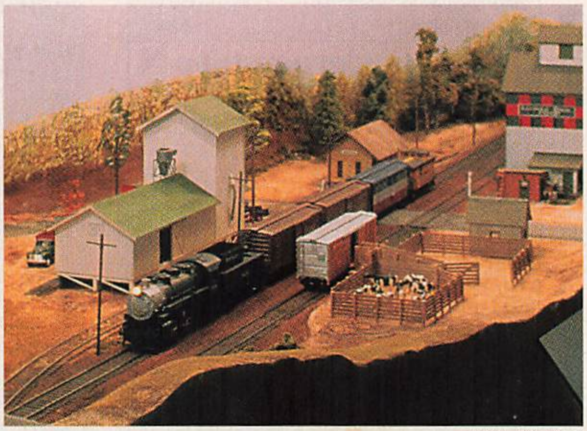
No matter. When someone shoved some HO scale equipment under my nose, notably a Varney refrigerator-car kit with working coil springs in the Bettendorf trucks, I switched to HO on the spot. I've been in HO even since, save for a tiny N scale layout I built just after college and an O scale All Nation F3 I superdetailed in 1970.

I never did get around to trying my hand in S scale, which is $\frac{3}{16}$" to the foot, 1:64 proportion. As such, it's an almost ideal size, about halfway between O and HO. That's probably why it never became the most popular scale: Those wanting more railroad chose HO, while those wanting heft chose O.

But a small yet growing number of modelers has taken advantage of S scale's several attributes, and they seem quite pleased with their choice. As Jim Martin put it in a letter in the October 2001 Model Railroader, "I switched from HO to S in the mid '80s and have never regretted the move."

I've operated on some S scale layouts, and it's very easy to understand the attraction. So when Terry Harrison – who like me is modeling a part of the Nickel Plate Road's Clover Leaf District, but in S scale – asked me to give a clinic at the 2001 National Association of S Gaugers convention, I quickly volunteered. It was relatively close by at Steamtown in Scranton, Pa., and hence offered an easy opportunity to get up to speed on 1:64 happenings.

The main ballroom of the Scranton Radisson Hotel and adjacent hall were filled with S scale and S hi-rail products and layouts. I made no effort to compare what was offered in S scale with what I already have or could get in HO. Instead, I looked for key products



PAUL DOLKOS

Mike Fyten's inspiring Kaw Valley RR, featured in the August 2001 MR, shows the potential of S scale modeling.

GEORGE HALL

Steve Anderson used Sn3 to model the Westside Lumber Co. in a 10 x 10 bedroom, as seen in the February 2000 MR.

that would allow me to model my favorite prototype if I were to start fresh in S scale.

While I enjoy handlaying track and could easily translate that skill to S gauge, I was glad to find a selection of commercial track components that were simply larger versions of at least some of what's available in HO. It's reassuring to know you don't *have* to build everything.

I also quickly spotted brass imports for key diesel and steam locomotives and a standard NKP caboose. Plastic car kits, though limited in variety, were sufficient to meet most of my major needs. And some outstanding laser-cut structure kits were on display.

Narrow gauge is where 1:64 proportion really shines. It's increasingly recognized that Sn3 is an excellent choice for narrow gauge modeling, and manufacturer and importer support is especially outstanding for fans of several Colorado slim-gauge lines.

In short, I saw enough variety to suggest that someone starting with a blank page would be wise to investigate the opportunities of S scale. And for modelers who want to share their model railroads with young children, S scale's additional beef might be advantageous. They could start with a hi-rail train set with the option to convert to scale track and closer-to-scale wheels later on.

That S gauge train sets run on two-rail track and feature scale locomotives and rolling stock is at once a blessing and a source of concern. Converting hi-rail freight and passenger cars for scale operation usually means a simple wheel and coupler swap. It demonstrates a larger market for S scale and attracts more people to a national convention when scale and hi-rail interests are grouped together.

But scale and hi-rail enthusiasts march to the beat of different drummers, and each has followers who prefer their own approach. Yet S scale or hi-rail may be just what aging baby boomers need: a larger scale that can fit in a modest area.

For more information on the National Association of S Gaugers, contact Terry Harrison at 5025 Tinkham Ave., Orlando, FL 32812-1545, or e-mail terryharr@earthlink.net. ♁

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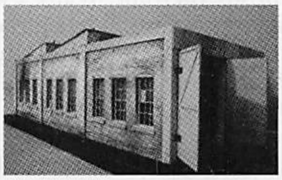

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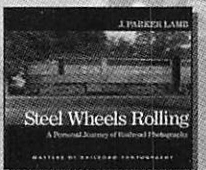

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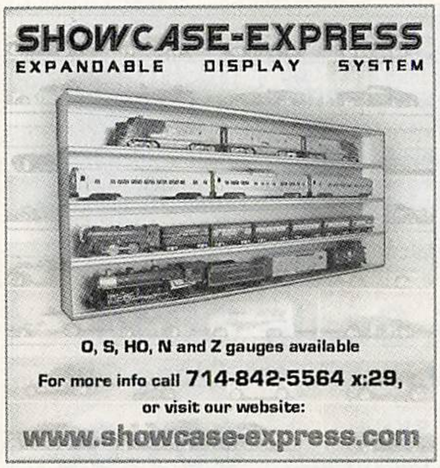
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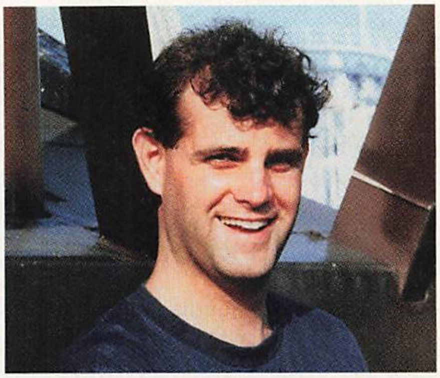
One Reader's Opinion

Have it your way

Commentary by Tom Holland



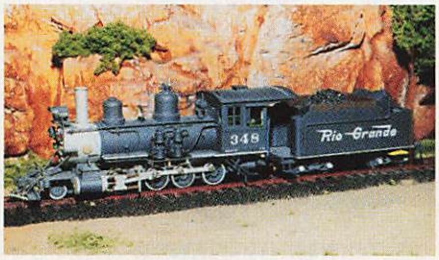
The modeling trend these days is to follow a prototype faithfully from equipment to operations. Look through issues of MODEL RAILROADER and you'll find many fine layouts and models that reflect this. Some modelers go to great lengths to get every thing right regardless of their personal feelings toward the subject. Their favorite road may have painted some of its equipment a certain color, and it may turn out they actually don't care for this color at all, but they must cast their feelings aside and follow the prototype.

I, like many others, follow a prototype too, however, my approach is significantly different. I do things my way.

My chosen favorite is the narrow gauge Denver & Rio Grande Western. I try to follow the prototype, but in my own way. I'm in charge of my model railroad and I make the decisions. If I find something that the prototype D&RGW did that I don't particularly care for, I change it to my liking.

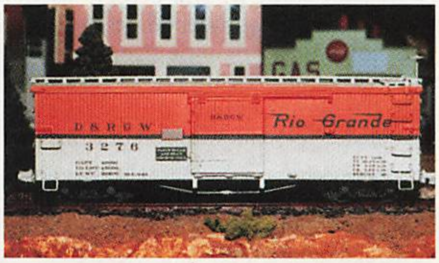
Take as an example the famous Flying Rio Grande herald that was used on the tenders on steam locomotives. Did you know that there were two variations? One was slanted to the left and one to the right (more common). The prototype generally applied the left-leaning herald to the fireman's side of the tender and the right-leaning version to the engineer's side.

To my eyes, that left-leaning herald is awkward and I've never liked it. My solution: Don't use it. I use the right-leaning herald on both sides of my tenders and am pleased with the results. The photo below of engine no. 348 shows the right-leaning herald that I applied where the left-leaning type should be.



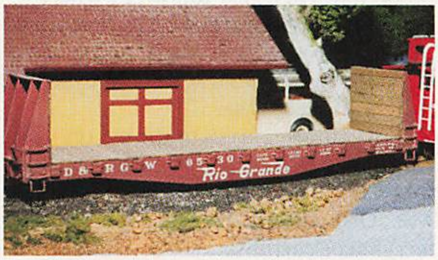
Incidentally the prototype no. 348 was scrapped prior to the era when the Flying Rio Grande was introduced. I disagree with the D&RGW's decision to scrap this engine, so I have done it "my way" and lettered no. 348 as if it survived to wear the scheme I prefer.

The standard gauge D&RGW had some really sharp-looking boxcars painted in an orange and silver scheme that didn't exist on the narrow gauge. They're visually appealing to me, but I have a narrow gauge railroad. I'm in charge here so I took one of my 3000-series narrow gauge boxcars and applied the same paint scheme to it, as shown below. To me it looks super and makes a nice contrast to the usual dark red boxcars.



To take this concept a step further, I even changed the physical structure of a piece of rolling stock to suit my tastes rather than follow the prototype (see photo below).

The D&RGW had several 40-foot fishbelly flatcars with bulkheads. The bulkheads were straight. These don't appeal to me; similar standard gauge



bulkhead flatcars with notched or angled type bulkheads look more railroady. Without hesitation I built my 6500-series flatcar with notched bulkheads. I couldn't be happier with the result. This may seem trivial, however the main focus on my railroad is to get everything right in my mind's eye.

These concepts aren't really new, as I have seen other modelers do similar things. They are engaging in a sort of "prototype free-lancing" approach to the hobby. Even model manufacturers engage in this practice. Is it right or wrong? I don't think it really matters. If prototype free-lancing gets your enthusiasm going in this hobby, then that's all that counts.

Looking at these changes I made to suit my personal tastes from a different perspective will demonstrate that they are all plausible ones the prototype D&RGW could have implemented. In fact, the left-leaning Flying Rio Grande was eventually discarded, as can be seen on the D&RGW's standard gauge diesels.

You could consider all the mistakes real railroads made, from equipment to operating policies, then make appropriate "corrections" in model form.

Consider those two variants of the Flying Rio Grande herald. The prototype had to spend money and time (more money) to develop and maintain two different stencils and the procedures to use them. On my model by using only one type of flying Rio Grande herald I "saved" the railroad this extra expense.

Maybe you don't like the color your favorite road painted its diesels, the style of lettering it used on its rolling stock, or even the type of equipment it used. No problem – just change it to suit your tastes.

Have confidence in your choices and go with them. I think this approach to model railroading will give you great satisfaction. ◆

Tom's primary modeling interest is HOn3, but he also models HO standard gauge plus American and Japanese prototypes in N scale. He and his wife, Rie, live in Southern California with their Maltese dog, Yuki.

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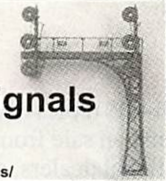

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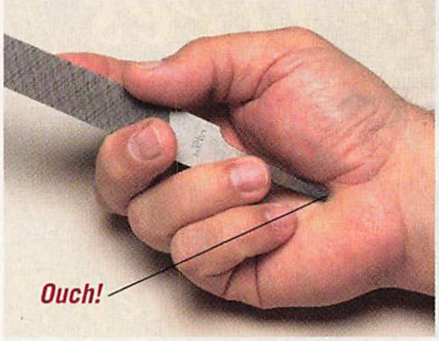
Single-cut files work slowly and produce a smooth, even surface if they are clean. Note that I said clean. Any tiny chip of metal stuck in a file will cut a corresponding groove in your material, especially if you're filing plastic. Use a file card (a special short bristle brush) to regularly clean the grooves in a file and use a sharp nail to pick out any shards of material trapped in the teeth.

Because of their low cost, I reserve a pair of single-cut files (6" and 8") just for plastic work. Each is marked with a yellow stripe around the handle for easy identification.

Double-cut files have pointed teeth which are cut in two directions. They're intended for rough cutting where the primary job is fast removal of material. They do a fine job of rounding corners on benchwork parts, enlarging openings, or shaping foam for scenery.



As the above photo suggests, the tang end of a file can inflict a painful puncture wound in your palm. For safety's sake always add a handle to whatever file you use. I like the handles made by Nicholson (Cooper Tools, 1000 Lufkin Rd., Apex, NC 27502) and sold by hardware chains. They have a tough plastic handle and come with four reusable rubbery inserts that firmly grip the various file tangs.

Finally, store your files in a rack or on individual hooks. Files are made of very hard steel which is relatively brittle, so they're easily damaged in a drawer full of tools. – *Jim Hediger, senior editor*

Q. Slow speed surging: My N scale locomotives appear to be running smoothly, but I've noticed a pronounced back-and-forth surging motion on downgrades. What can I do to solve this problem?

ALLAN DARE
CROMFORD, DERBYSHIRE, ENGLAND

A. On downgrades, the surging comes from free-rolling cars shoving against the locomotives until the mechanisms momentarily bind up. As the train slows down, the pressure falls off and the locomotives return to speed.

Micro-Trains sells no. 1953 truck restraining springs which fit on the axle end between the sideframe's journal box and the wheel to create a little rolling resistance in the caboose trucks. This slight drag keeps the train stretched and eliminates the slack surging back and forth through the train.

We used these restraining springs on MODEL RAILROADER'S Clinchfield project layout a number of years ago and had excellent results. – *J. D. H.*

Screw head access: Many modelers report difficulty in removing screws used for benchwork construction after they've been covered with ballast or

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N AT&SF SD45-2B, FP Blue/Y
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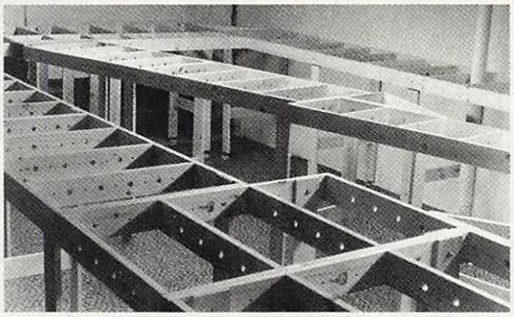

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other scenery texturing materials. To avoid this, I punch out disks from scrap styrene sheet about .030" thick and glue them to the screw heads with white or carpenter's glue. Just dab a bit of glue on your finger and wipe it across the disk to apply enough adhesive to attach the disk to the screw head.

When the time comes to remove the fastener, just pry off the plastic disk to expose a clean screw slot for easy removal. – *Steve Lucas, Ingersoll, Ont.*

Ann Arbor RR HO decals: Over the past decade the Ann Arbor Railroad Technical & Historical Association has produced quite a list of special run decals. These sets were developed by members interested in building HO models of their favorite railroad's rolling stock.

Even though the AARRT&HA and its subject railroad are small, by working together and doing their own artwork the members were able to have limited-run decal sets made that would not be practical for a commercial venture. The best part is the sets contain many alternate lettering items which reproduce prototype variations that occurred when the equipment was repainted.

The current list covers a wide range of Ann Arbor equipment and many of these sets are designed to supplement commercial decals. The cost shown is the price per set.

Set AA-1 has four sizes of solid white and outlined pennant heralds for use on freight cars, $2.50

Set AA-2 has five sizes of black compass heralds with white compass points for a variety of applications, $3.75

Set AA-3 has five sizes of white compass heralds with black shading for a variety of applications, $3.75

Set AA-5 covers the two blue, gray, and white Alco RS-1s and the black Alco yard switchers, $5.50

Set AA-6 letters the DT&I-era orange Alco RS-1s and yard switchers, $4

Set AA-7 is a special set of billboard lettering for on-line customer Dundee Cement's ex-AA covered hoppers, $2.50

Set AA-8 letters steel cabooses with either the flag or compass herald, $3

Set AA-9 covers the Alco FA-2 locomotives in Wabash-style paint, $4.75

Set AA-10 letters all billboard versions of the orange EMD GP35 road locomotives, $6

Set AA-11 is for a pair of the gray 500-series covered hoppers with either black or repainted car numbers, $6

Set AA-12 has white lettering for the 52-foot gondolas of the 1960s, $2.75

Set AA-13 covers the Roberts and Schafer data panels on the concrete coaling tower at Elberta, Mich., $2.

The decals are available to nonmembers through the AARRT&HA Company Store, P. O. Box 51, Chesaning, MI 48616-0051. Please enclose $1 per order for postage.

All of these decal sets came about because a group of willing members got together and thoroughly researched the equipment lettering and data. They studied everything they could find in the way of photos, slides, and old drawings to determine the AA's standard practices and any variations to include in the artwork. Thanks to their dedication, it's now possible to accurately letter almost any of the Ann Arbor's diesel-era cars and locomotives. *– J. D. H.*

Q. HOn3 car weights: I'm modeling the Denver & Rio Grande Western in HOn3. My completed narrow gauge cars, made of wood and styrene, weigh only about an ounce. Are there metal weights available? If not, what do you recommend to add concealed weight to these cars as I'm detailing the passenger car interiors?

JOHN MANION
DENVER, COLO.

A. Adding weight to a small model has always been a challenge for narrow gauge modelers. The National Model Railroad Association's Recommended Practice 20.1 calls for an initial weight of ¾-ounce plus another ⅜-ounce per inch of length for HOn3 models.

There are no manufactured weights made for HOn3 models, so adding weight will require some ingenuity.

The first method that comes to mind is to add a sheet metal subfloor inside the carbody or beneath the floor. Sheet metal can also be sandwiched into the lower sides of the model.

Second is to use cast soft metal seats and other heavy interior details.

Third, fill any concealed cavities, like cabinets or toilet enclosures, with moldable lead available from A-Line.

Finally, use metal trucks and wheels.

The trick in all of these methods is to keep the weight low in the model so it will track well. *– J. D. H.*

Workshop will pay $25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.

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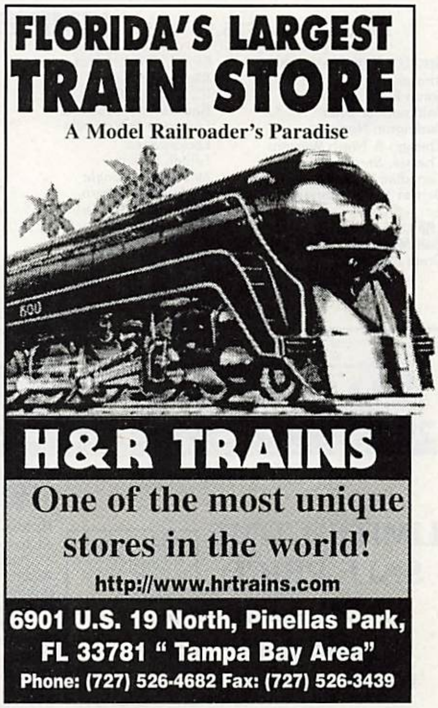

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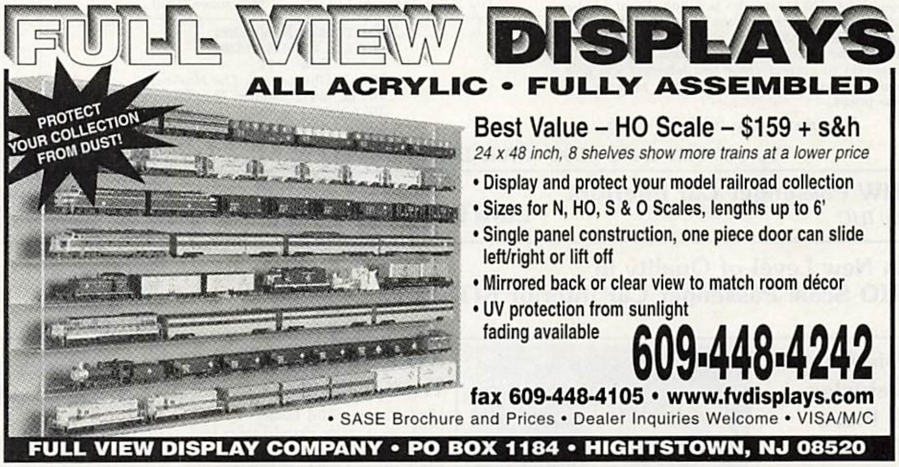

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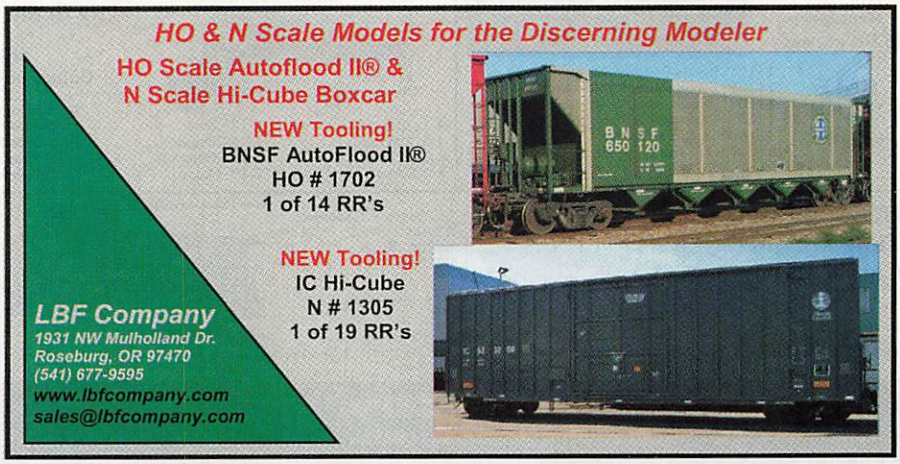

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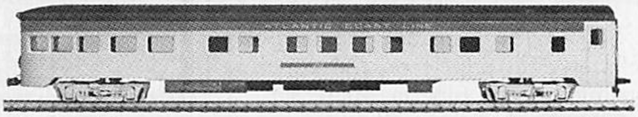
Smooth Side – Rock Island RPO



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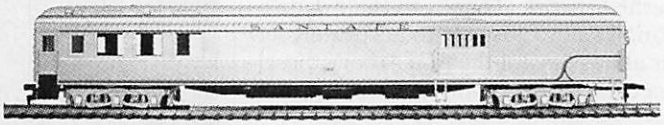

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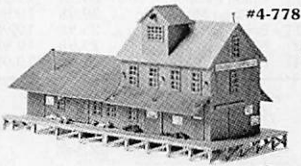

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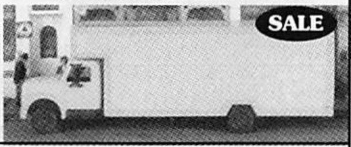

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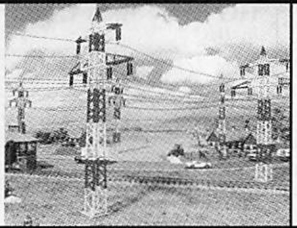

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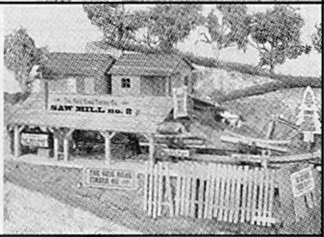
Stock #3630
ONLY $19.98



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HO Scale 5 Pack
Stock no. 100-89 $39.98
Reg. Value $74.90

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100-8	200-8
100-9	200-9
100-10	200-10
100-11	200-11

SALE

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90042	Mars Container Truck	.59
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SALE $49.98
Reg. $59.98
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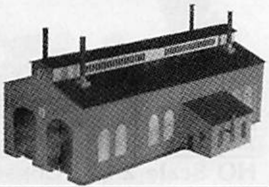

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3610 Sousa House
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3612 Hill House
3613 Mason House

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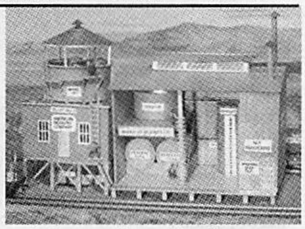
Authentic for Steam through Diesel Layouts!



- Tanks, vats, ladders, platforms, and cat walks add interest to any steam or diesel era layout
- Molded in several colors
- Authentic, colorful signs included
- Processing Machinery House Footprint measures 3½" x 3⅞"
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$19.98 ea.

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707	Endoline's Funeral Home	17.98	
712	Old Time Gas Station	21.98	13.98
805	County Court House	22.98	
806	Herald Star Newspaper	19.98	14.98
3500	Two Stall Engine House	14.98	
3501	Railroad Yard Buildings	14.98	
3502	Mainline Station	14.98	
3503	Factory with Loading Silo	14.98	
3506	Sand & Fuel Depot	13.98	
3508	General Store & Billiard Parlor	16.98	
3509	Service Station	14.98	
3510	Freight Station	11.98	
3512	Open Top Water Tower	12.98	5.98
4100	Country Barn	7.98	
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4102	Switch Tower	7.98	4.98
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4105	Country Church	8.98	5.98
4106	Two Suburban Houses	13.98	7.98
4107	Farm House	8.98	7.98
4110	Operating Gravel Loader	7.98	3.98

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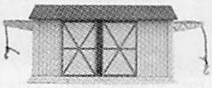

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No.	Description	Reg.
901	Tower Crane w/Platform	$6.98
902	Cement Plant w/Platform	9.98
903	Harvester	2.98
904	Farm Accessory Set	4.98
905	Greenhouse	3.98
907	Bungalow Style House	4.98
908	8 Straight/2 Corner Pavements	2.98
909	Large Equipment Shed	4.98
910	5 Strt./1 Crvd. Road Sections	2.98
911	1940's Style Bus	2.98
912	Heavy Duty Tow Truck	2.98
913	Open Back Dump Truck	2.98

No.	Description	Reg.	SALE
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915	Front End Loader w/Bucket	2.98	
916	Cement Mixer Truck	2.98	
917	Cab Over Delivery Truck	2.98	
918	Livestock Transporter	2.98	
919	Tractor Trailer w/Oil Tank	3.98	2.98
920	Tractor Trailer w/Milk Tank	3.98	2.98
921	40' Tractor Trailer	3.98	2.98
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923	Mobile Office Site	1.98	
925	Farm Silo	2.98	
926	Road Roller	2.98	

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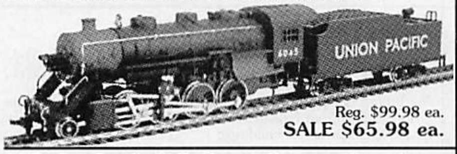

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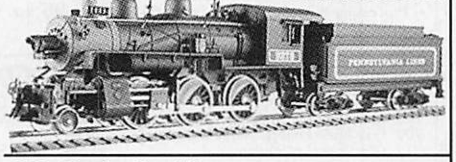
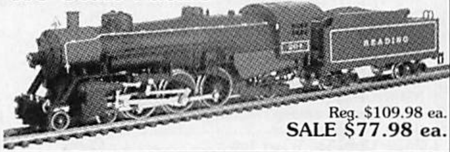


HO Scale Pacific



Reg. $109.98 ea.
SALE $77.98 ea.

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SALE $104.98 ea.

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by IHC

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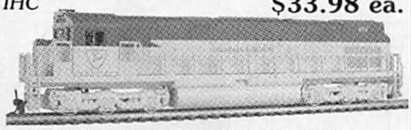

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23251 CP, tuscan/grey, #4503	23263 SP, #4850
23253 L&N #1413	23264 UP, yel/red #3222
23254 L&N #1405	

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5. 4420 Marker
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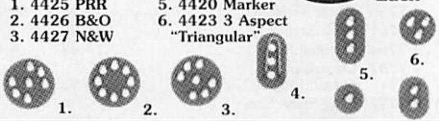

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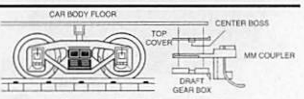

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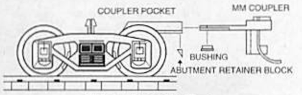
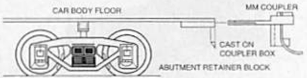


Talgo Coupler Box



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$6.98 ea.

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14-302 United State Lumber Co.
14-303 Barnhart Log Co.
14-304 Diamond Lumber Co.
14-305 Woodside Lumber Co.
14-306 Unlettered

Fine Detail!

HO Scale Barnhart Log Loader *by IHC*

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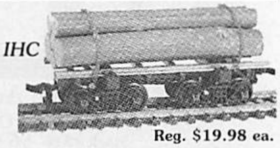
36001 Conasauga R. Lumb. Co.	36004 Goodyear Lumb. Co.
36005 Emporium Forestry Co.	36006 Barnhart's
SALE $14.98 EACH	36008 Woodside Lumb. Co.
36007 Diamond Lumber Co.	36009 Unlettered (painted brown)

HO Scale Log Buggy *by IHC*



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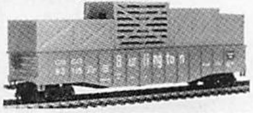

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Prototype Info

Conducted by Paul Schmidt

Annual list of historical societies

Each year in the February issue of MODEL RAILROADER we present a list of railroad historical societies, complete with contact addresses (we update this list regularly on our Web site, modelrailroader.com).

The major purpose of historical societies is to act as a repository for information on their railroads. Although these groups' efforts aren't necessarily geared toward modelers, they do provide an excellent resource for vital prototype information. Many historical societies have features in their publications and on their Web sites specifically for modelers.

These are volunteer organizations whose first responsibility is to their members, so if you're interested in the railroad, don't just write for information, join the group. Memberships are inexpensive, especially compared to the wealth of information you'll receive. And whenever you write requesting information, include a stamped, self-addressed envelope – and be patient.

Our main list includes societies devoted to specific railroads. This section is organized by prototype railroad, under which are listed one or more historical societies that cover it.

Following that is a list of national and regional groups. Societies with Web pages are indicated with a ▲, and you can access them through our site. We also have a list of Internet-only groups on our Web site. – *Paul Schmidt, associate editor*

Akron, Canton & Youngstown
Akron, Canton & Youngstown Historical Society ▲
P. O. Box 196
Sharon Center, OH 44274-0096

Alton
See Gulf, Mobile & Ohio

Amtrak
Amtrak Historical Society ▲
P. O. Box 7436
Chicago, IL 60680-7436

Ann Arbor
Ann Arbor Railroad Technical and Historical Association
P. O. Box 51
Chesaning, MI 48616-0051
Also see Wabash

Arkansas
Arkansas RR Club, Little Rock Chapter NRHS
P. O. Box 9151
North Little Rock, AR 72119

Atchison, Topeka & Santa Fe
Santa Fe Railway Historical and Modeling Society ▲
P. O. Box 94
Derby, KS 67037

Atlanta & St. Andrews Bay
Atlanta & St. Andrews Bay Line Historical Society
Jim Cooper Jr.
517 E. Market St.
Taylorville, IL 62568

Atlantic Coast Line
Atlantic Coast Line and Seaboard Air Line Historical Society ▲
P. O. Box 325
Valrico, FL 33595-0325

Baltimore & Ohio
Baltimore & Ohio Historical Society ▲
P. O. Box 24225
Baltimore, MD 21227

Belt Ry. of Chicago
Shortlines of Chicago Historical Society
P. O. Box 417092
Chicago, IL 60641

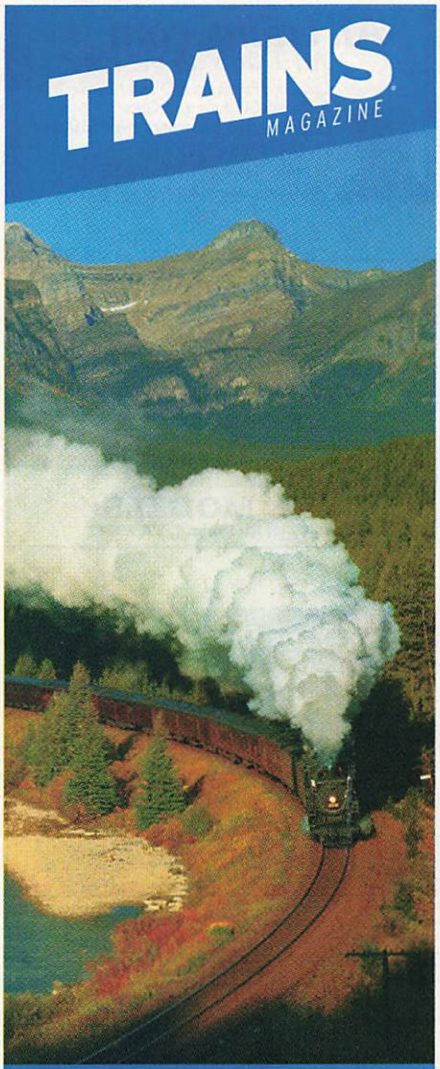
Boston & Maine
Boston & Maine Historical Society ▲
P. O. Box 469
Derry, NH 03038-0469

British Columbia
British Columbia Ry. Historical and Technical Society
170 Juniper Court
Kelowna, B. C.
Canada V1X 5W5

Burlington Northern
Friends of the Burlington Northern ▲
P. O. Box 271
West Bend, WI 53095-0271

Canadian National
Canadian National Lines Special Interest Group ▲
101 Elm Park Rd.
Winnipeg, Manitoba
Canada R2M 0W3

Canadian Pacific
Canadian Pacific Special Interest Group
Roger Chrysler
27 Frank St.



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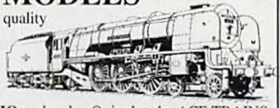

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Central Vermont Ry. Historical Society
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Chesapeake & Ohio
Chesapeake & Ohio Historical Society ▲
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Stauton, VA 24401
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Chicago & Eastern Illinois Historical Society ▲
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Crestwood, IL 60445-0606
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Sherman, IL 62684-0274
Chicago & North Western
Chicago & North Western Historical Society ▲
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Sheboygan, WI 53082-1230
Chicago, Aurora & Elgin
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Chicago, IL 60690
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P. O. Box 456
LaGrange, IL 60525-0456
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Antioch, IL 60002-0307
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Clancy, MT 59634-9759
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Continued on page 128

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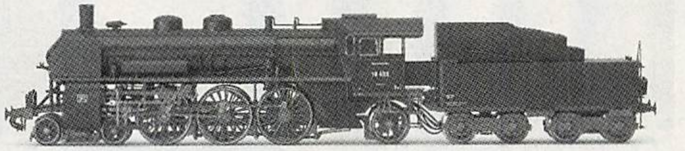
FINALLY ROCO'S NEW SWISS CROCODILES ARE NOW AVAILABLE!!!

Roco #63529 Swiss 2-Rail DC HO Class Ce6/8 "Crocodile" locomotive. The Crocodile is one of the most famous and exciting locomotives ever built. Roco's new model is exquisite. it's painted in the original brown livery. it features a five pole can motor. DCC interfacce. all wheel drive. metal chassis. directional lighting and super detail. **Sale Price $195.00**

Roco #69529 Same as above but for the **Marklin 3-Rail AC System. Sale Price $237.67 All the new Roco AC locomotives come equipped with a special decoder that can be used for both digital and conventional operation!**

Roco also delivered 2 new "Crocodiles" in Green Livery #63527; #63528 for more details contact us!



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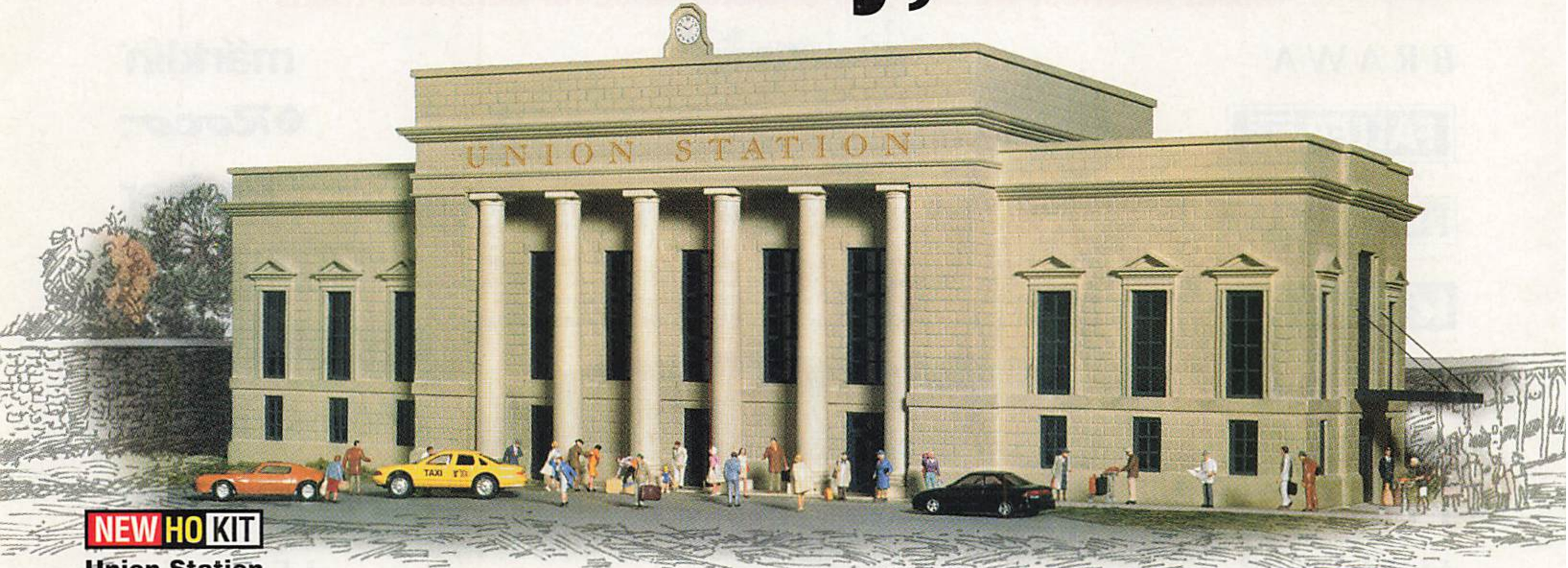
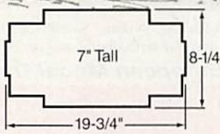
Finally, a hub for



NEW HO KIT

Union Station

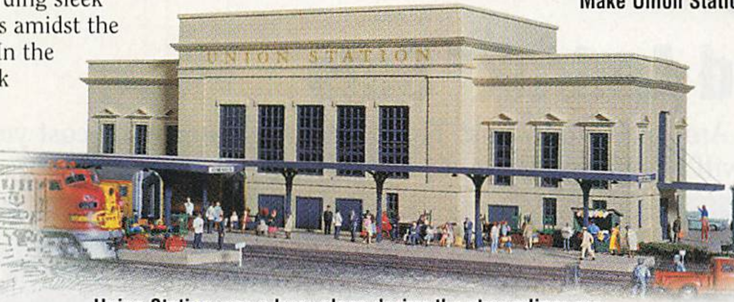
At one time, every medium and large city across the continent had at least one major train station. In the golden era of rail travel, these grand terminals were regarded as a city's welcome foyer; this was where travelers got their first taste of the city.



Over the years, the voices of excited travelers and the whistles of steam locomotives echoed off their vast concourses. Following the frantic pace of wartime troop train operations in the '40s, the '50s brought gawkers hoping to catch a glimpse of Hollywood-bound movie stars boarding sleek Budd-built streamliners amidst the popping of flashbulbs. In the modern era, tall Amtrak Superliners share the platforms with Heritage Fleet cars, Viewliners and, in some cities, Double-Deck Commuter Cars.
933-3094 $59.98, January delivery

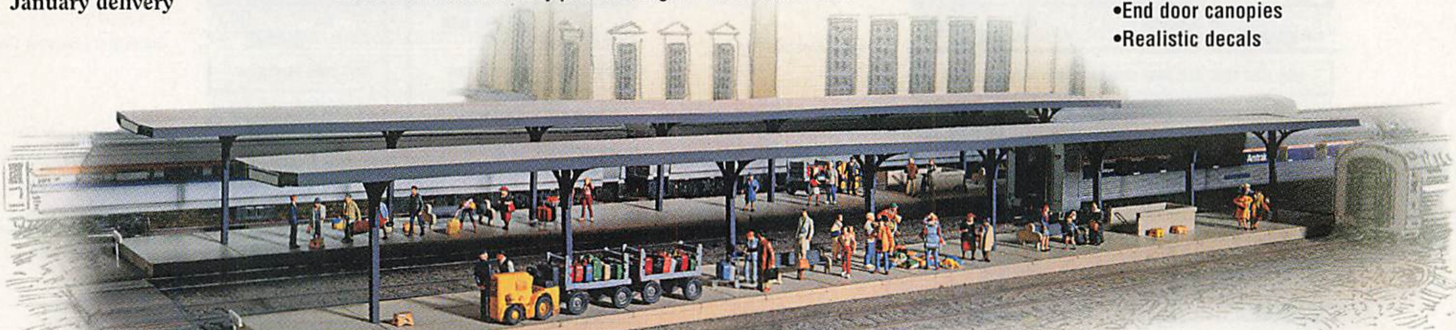
UNION STATION

Make Union Station the centerpiece of your steam-era scenes.



Union Station was a busy place during the streamliner-era.

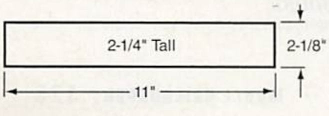
- Perfect hub for your steam-, classic diesel- or modern-era passenger operations
- Simulated cut-stone detail
- Station headhouse with columns and nonoperating clock detail
- Walls with molded-in door cut lines allow you to customize the kit to fit your scene
- Skylights
- End door canopies
- Realistic decals

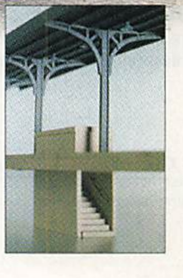


NEW HO KIT

Platform Shelters

Use these modular kits to customize your trackside scene at Union Station.
933-3175 $24.98, January delivery





Platform Shelter with optional subway stairway.

- Four 11" platforms with canopies and cutouts for optional subway stairways
- Two optional below-ground subway entrances
- Wood pedestrian crossings
- Four platform benches
- Platform signboards
- Realistic decals

your passenger trains

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- Detailed styrene bodies with realistically profiled fluted sides
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- Provisions for interior lighting using Lighting Kit 933-1049 $10.98 (sold separately)
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- Working diaphragms
- Add-on metal grab irons
- Car name and roadnumber decal sheet so you can customize the cars to fit your favorite trains
- Cast metal GSC truck sideframes
- Blackened metal wheelsets
- Realistic, working knuckle couplers

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Budd 73' Baggage Car

Carry passenger baggage, express shipments and bulk mail in these versatile cars. Use them at the headend of your passenger trains along with Express Reefers or switch them into the REA Transfer Building at your passenger depot. **$31.98 each, December delivery**

932-6401	Amtrak℠ Phase I
932-6402	Amtrak℠ Phase II
932-6403	Amtrak℠ Phase III
932-6404	Amtrak℠ Phase IV
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932-6406	PRR
932-6407	CB&Q
932-6408	NYC
932-6409	CP
932-6410	Atlantic Coast Line
932-6411	SOU
932-6412	Rock Island
932-6413	SP
932-6414	UP
932-6400	Undecorated

NEW HO READY-TO-RUN

Budd 63' Railway Post Office

Up through the early 1970s, employees in these rolling post offices sorted mail while enroute. These diminutive cars add authenticity to any passenger consist. **$32.98 each, January delivery**

932-6441	Amtrak℠ Phase I
932-6442	Amtrak℠ Phase II
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932-6444	Amtrak℠ Phase IV
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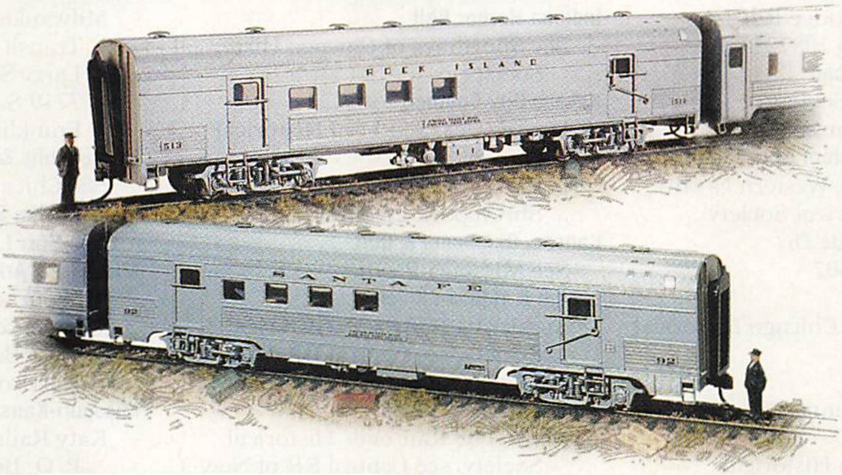
932-6446	PRR
932-6447	CB&Q
932-6448	NYC
932-6449	CP
932-6450	Atlantic Coast Line
932-6451	SOU
932-6452	Rock Island
932-6453	SP
932-6454	UP
932-6440	Undecorated



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Budd 52-Seat Coach

Based on a common prototype, this new Budd 52-Seat Coach adds variety to your passenger consists. **$32.98 each, February delivery**

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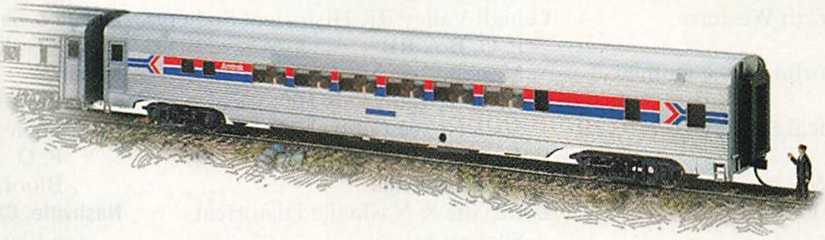
932-6382	Amtrak℠ Phase II
932-6383	Amtrak℠ Phase III
932-6384	Amtrak℠ Phase IV
932-6385	ATSF
932-6386	PRR
932-6387	CB&Q
932-6388	NYC
932-6389	CP
932-6390	Atlantic Coast Line
932-6391	SOU
932-6392	Rock Island
932-6393	SP
932-6394	UP
932-6380	Undecorated



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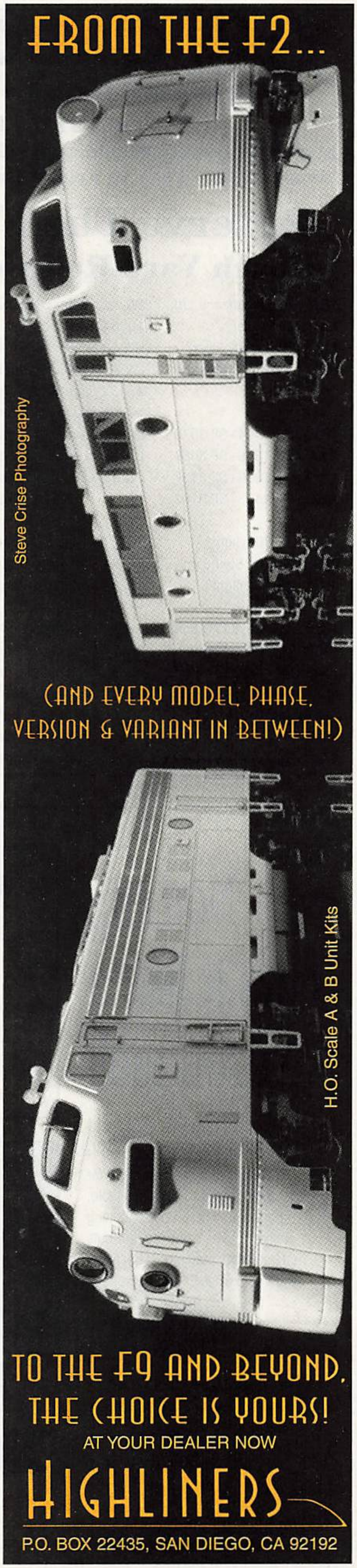
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1198	SF "Chief"	1938 Chief 10 car set		2003
1199	SF "Valley Flyer"	HW 6 car set with #1379 4-6-2 with powered baggage car		2002
1299	SF "San Diegan"	LW 7 car 1950's "San Diegan" *#3432 Bag+ #3089 Coach+ #3137Coach +* *#1398 Coach Bar Lounge+ #1100 Coach+ #3240 Coach Obs*		Mar. 2002
1299a	SF 3404+SF 3070	LW Baggage RPO + LW Coach "San Diegan"		Mar. 2002
1299b	SF 1346+SF 3089	LW Bar Lounge + LW coach "San Diegan"		Mar. 2002
1299c	SF 1396+SF 3137	LW Bar Lounge + LW coach "KC+Chicagoan"		Mar. 2002
1299d	SF 1503+SF 3103	LW Lunch ctr Diner + LW coach "Golden Gate"		Mar. 2002
0951	SP "Daylight"	1937 "Daylight" 10 car set *w/ powered baggage car*		2002
0952	T&NO "Sunbeam"	1937 "Sunbeam" 8 car set *w/powered bagage car*		2002
0953	SP "Daylight"	1938 "Daylight" 2 car add on set Coffee shop + Tavern		2002
1380	UP "City of Portland"	1955 COP "Domeliner" 10 car set		TBA
1380a	UP "City of Portland"	1955 COP 3 car add on set		TBA
1380b	UP "City of Portland"	1955 COP 3 car add on set		TBA
1381	UP/Wabash CoStL	1955 "City of St. Louis" "Domeliner" 10 car set		TBA
1381a	UP/Wabash CoStL	1955 "City of St. Louis" 3 car add on set		TBA
1382	UP "COLA/Challenger"	1955 "City of Los Angeles/LA Challenger" "Domeliner" 11 car set		TBA
1382a	UP "COLA/Challenger"	1955 "City of Los Angeles/LA Challenger" 3 car add on set		TBA

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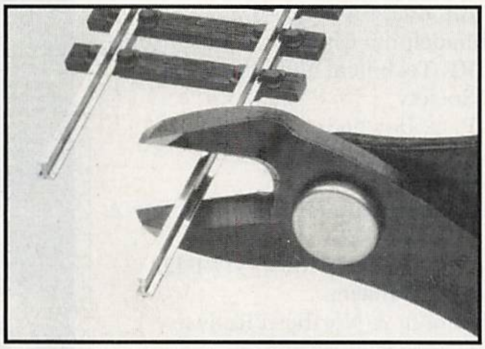

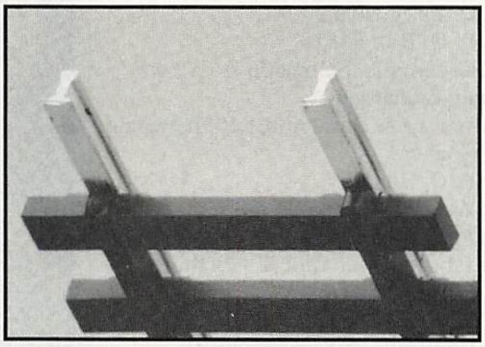

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Columbus, OH 43210-3335

Atlantic Coast Line and Seaboard Air Line Historical Society, see Atlantic Coast Line

Rio Grande Southern

Galloping Goose Historical Society of Dolores, Colo.
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St. Louis-San Francisco

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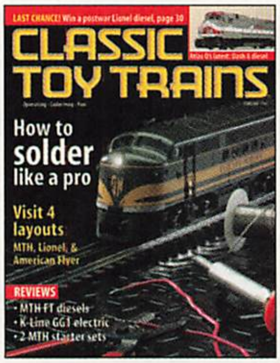

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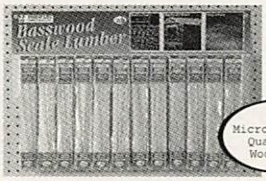

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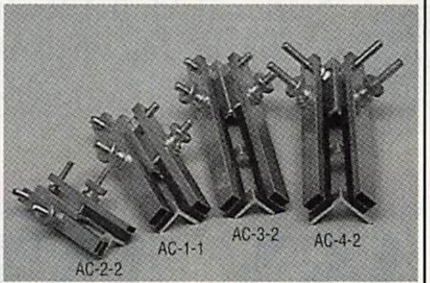

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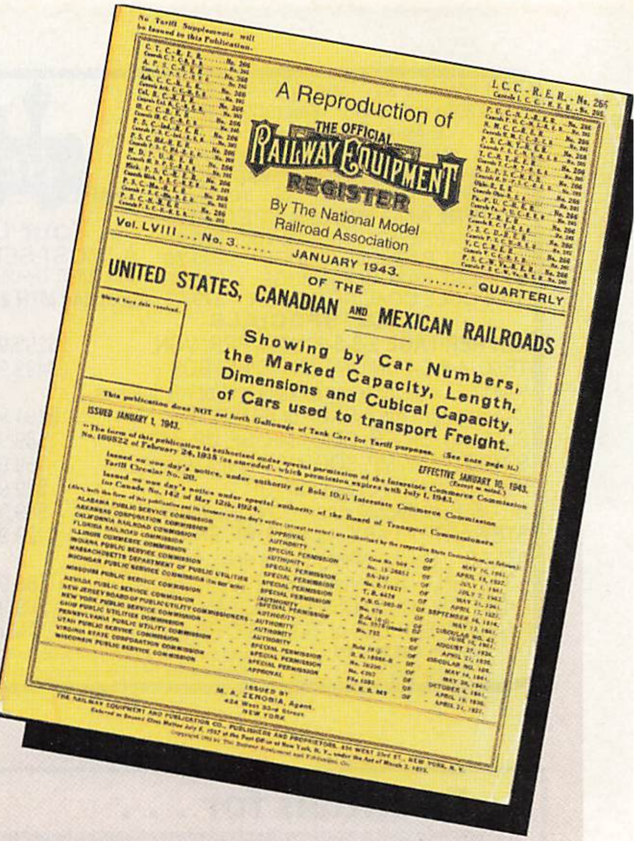

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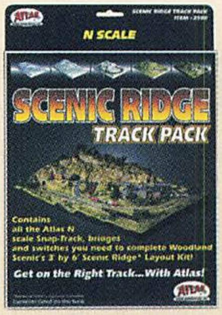
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Notices of **model railroading** events are published at no charge. Information must be in our office 90 days before the event. To be published, notices must be typed or printed, double-spaced, include all the following information, and be in this format:

1. State 2. City 3. Sponsoring organization and name of the event, meet, show, auction, or open house 4. Date 5. Location 6. Time 7. Admission 8. Name, address, and telephone number of person to contact for information 9. Name, address, and telephone number of person sending the information.

Mail to Coming Events, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, fax 262-796-1142, or e-mail events@mrmag.com. Inquiries to event sponsors should include a stamped, self-addressed envelope.

NATIONAL CONVENTIONS

Ohio, Strongsville: National Assn. of S Gaugers Convention – Jul. 31-Aug. 4. Holiday Inn Select. Registration: Josh Seltzer, 3567 Antisdale Rd., Cleveland Hts., 44118; 216-932-0709; jmssgauger@earthlink.net.

ARIZONA

Phoenix: Sahuaro Central Railroad Heritage Preservation Society Swap Meet – Feb. 16. North Phoenix Baptist Church, Family Life Center, 5757 N. Central. $4; under 13 free w/adult. Ellie Barbieri, 602-494-7430; ellieb0440@aol.com.

CALIFORNIA

Fremont: Niles Depot Museum and Model Railroad Open House – First and third Sundays of each month. Niles Depot, 36977 Mission Blvd. 10 a.m. to 4 p.m. Free. Stanley Keiser, P. O. Box 2716, 94536; 510-797-4449.

Roseville: Roseville Roundhouse Model Railroad Club Model Railroad Show – Feb. 2-3. Jones Hall, Placer County Fairground. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. $3; sr. citizens and under 12 $1. 916-784-2303.

Sacramento: Great American Train Show – Jan. 26-27. California Exposition and Fairground, 1600 Exposition Blvd. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

San Diego: San Diego Model Railroad Museum Operating Exhibit and Show – Tuesdays through Sundays. Balboa Park, Casa de Balboa, 1649 El Prado. Tue.-Fri. 11 a.m. to 4 p.m., Sat. and Sun. 11 a.m. to 5 p.m. First Tuesday of the month free. $4; sr. citizens $3; students, military $2.50; children under 15 free. San Diego Model Railroad Museum, above address, 92101; 619-696-0199.

Santa Clara: Nor-Cal TCA Cal-Stewart Meet – Feb. 17. Santa Clara Convention Center, 5101 Great America Pkwy. 10 a.m. to 2 p.m. $5; under 12 free. Cliff Jarrard, 415-273-1614.

Santa Clara: O Scale West Meet – Feb. 14-17. Westin Hotel Santa Clara, 5101 Great American Pkwy. Family $30. O Scale West, 876 Boyce Ave., Palo Alto, 94301-3003; 650-329-0424; rod@rodmiller.com.

Sunland: Foothill Model Railroader's Club Swap Meet – Feb. 23. Sunland KMart parking lot, 8040 Foothill Blvd. 7 to 10:30 a.m. $2; family $3. Hank Diel, 1136 N. Rose St., Burbank, 91505-2409; 818-843-3699.

COLORADO

Aurora: Model Train Show – Feb. 16-18. Buckingham Square Mall. Mall hours. Free. Steve Mann, 303-337-9552.

Denver: Great American Train Show – Feb. 23-24. National Western Complex, 4655 Humbolt St. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

Estes Park: NMRA Rocky Mountain Region Estes Valley Division Rails in the Rockies Show – Feb. 2-3. Estes Park Conference Center, 101 S. St. Vrain Ave. Sat. 9 a.m. to 6 p.m., Sun. 9 a.m. to 4 p.m. $5; under 12 free w/adult. Dennis McHenry, 970-586-4924; sklett1943@aol.com.

CONNECTICUT

Old Greenwich: Westchester Model Railroad Club Model Train and Railroadiana Meet – Feb. 25. Greenwich Civic Center, I-95, exit 5. 10 a.m. to 3 p.m. $6; sr. citizen $4. Bob Wilson, 914-328-4258.

Wallingford: Classic Shows LLC Train Show – Feb. 17. Zandri's Stillwood Inn, 1074 S. Colony Rd. 9 a.m. to 2 p.m. $4; under 13 free w/adult. Classic Shows LLC, P. O. Box 2415, Shelton, 06484; 203-926-1327.

FLORIDA

Deland: Railfair Model Train and Railroad Artifacts Show – Jan. 26. Volusia County Fairgrounds, SR44 and I-4, exit 56. 9 a.m. to 4 p.m. $5; under 13 free. Charles W. Miller, 3106 N. Rochester St., Arlington, VA 22213; 703-536-2954; alabar91@aol.com.

Jacksonville: Great American Train Show – Feb. 2-3. Greater Jacksonville Agriculture, 2301 N. Cameron St. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

Kissimmee: Kissimmee-St. Cloud Model Railroad Engineers Swap Meet – Feb. 2. Kissimmee Valley Agriculture Center, U. S. Hwy. 192 east. 9 a.m. to 2 p.m. $3; under 12 free. Gregory Smith, 2005 Aladdin Ct., St. Cloud, 34771; 407-892-0436; trainmn52@aol.com.

Largo: TCA, Southern Division Toy Train Show – Feb. 2. 101 Central Park Dr. 10:30 a.m. to 4 p.m. $4; under 12 free. Steve Harris, 2581 Countryside Blvd., No. 203, Clearwater, 33761; 727-791-1621.

Palmetto: Sarasota Model Railroad Club Model Railroad Show – Feb. 23-24. Manatee Civic Center, 1 Haben Blvd. Sat. 9 a.m. to 4 p.m., Sun. 10 a.m. to 3 p.m. $5; children free w/adult. Dan Cioffi, 941-723-3421.

Plantation: Florida Citrus Model Train Society Model Train Show – Feb. 16. South Plantation High School cafeteria, 1300 S. W. 54th Ave. 10 a.m. to 2 p.m. $3; children free. Ken Sargeant, 1810 S. W. 105th Ave., Fort Lauderdale, 33324; 954-473-6376; sarge40@aol.com.

GEORGIA

Columbus: Chattahoochee Valley Train Show – Feb. 9. Columbus State University Campus, Woodruff Gym. 9 a.m. to 5 p.m. $4; under 13 free. David C. Barfield, 876 Lee Rd. 227, Smith Station, AL 36877; 334-298-3284.

Norcross: Greenberg Train Show – Feb. 16-17. Atlanta Trade Center, 1700 Jeurgens Ct. 10 a.m. to 4 p.m. $6; 6-12 $2; under 6 free. Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, MD 21784; 410-795-7447.

ILLINOIS

Glenview: NMRA Midwest Region, North Shore & Western Div. Meet – Jan. 27, Feb. 24. Glenview Public Library, 1930 Glenview Rd. 1:30 to 4 p.m. Free. Ingrid Drozdak, 4850 W. Ainslie St., Chicago, 60630; 773-545-5936.

Mattoon: Cross Country Mall and Coryville Station Model Railroad Days – Feb. 16-17. Cross Country Mall, Rt. 16. Sat. 10 a.m. to 9 p.m., Sun. noon to 5 p.m. Free. John and Becky, 217-459-2787; john@coryvillestation.com.

Midlothian: Midlothian Train Show – Feb. 24. Midlothian Park District Bldg., 14500 S. Kostner Ave. 9 a.m. to 2 p.m. $3; under 13 free. Butch, 815-458-6301.

Wheaton: Great Midwest Train Show – Feb. 10. DuPage County Fairgrounds, County Farm and Manchester. 10 a.m. to 4 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

INDIANA

Fort Wayne: Maumee Valley Railroad Club Model Railroad Show and Swap Meet – Feb. 16. Lincoln Elementary School, 1000 E. Cook Rd. 10 a.m. to 3 p.m. $3; under 12 free. Kathy White, 6418 Midchannel Way, 46845; 219-482-7930.

Highland: Illiana Train Club Open Meet – Feb. 12. Larc West Development Ct., 9600 Kennedy Ave. 7 to 8:30 p.m. $1. 219-924-5534.

Indianapolis: Great American Train Show – Jan. 26-27. Indiana State Fairgrounds, 1202 E. 38th St. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

Kokomo: Kokomo Train Show – Feb. 2. Johanning Civic Center, U. S. 31 North. 11 a.m. to 4 p.m. $3; under 14 free. David Moree, 4402 E. 100 S., 46902; 765-457-1044.

Michigan City: Michigan City Buy, Sell Swap Meet – Feb. 24. Orak Temple, I-94 at U. S. 421. 10 a.m. to 3 p.m. $3; 6-13 $1; under 6 free. Dave Pearson, 4166 Cindy Ln., 46360; 219-879-5288; dpearson37@home.com.

Muncie: Muncie & Western Modular Club Show and Sale – Feb. 23. Delaware County Fairgrounds, Memorial Bldg., 1210 N. Wheeling Ave. 11 a.m. to 4 p.m. $3; under 12 free. Lee Downey, 705 N. Nebo Rd., 47304; 765-286-0505.

Noblesville: NMRA Midwest Region, Central Indiana Division Train Show and Meet – Feb. 3. Hamilton County 4-H Expo Center, 2003 Pleasant St. 10 a.m. to 4 p.m. $3; under 13 free w/adult. Larry Gilbert, 6675 S. 200 E., Markleville, 46056-9704; 765-779-4039.

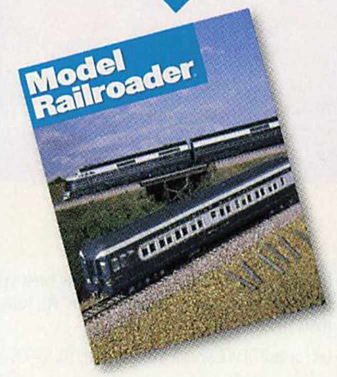
Richmond: All Train Flea Market – Feb. 17. National Guard Armory, 1200 W. Main. 10 a.m. to 3 p.m. $2; under 12 free. Larry Zeller, 4646 W. U. S. Rt. 36, Piqua, OH 45356; 937-773-7186.

KANSAS

Newton: SK3R Newton Model Train Show – Feb. 16-17. National Guard Armory, 400 N. Grandview. Sat. 10 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. $3; under 10 free w/adult. Javen Schumcker, 528 Meadowbrook Ct., 67114; 316-283-7736; jays027@ourtownusa.net.

Continued on page 138

COMING NEXT MONTH



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Upcoming Shows

Georgia
*North Atlanta Trade Center,
Norcross
February 16-17, 2002

Maryland
*The Show Place Arena
at the Prince Georges
Equestrian Center,
Upper Marlboro
February 9-10, 2002

*Maryland State Fairgrounds,
Timonium
March 16-17, 2002

Massachusetts
*Shriners Auditorium,
Wilmington,
April 6-7, 2002

New Jersey
*New Jersey Convention
and Expo Center,
Edison
March 2-3, 2001

New Jersey (cont.)
South Jersey Expo Center,
Pennsauken
March 9-10, 2002

New York
*Stony Brook University
Sports Complex
March 23-24, 2002

Pennsylvania
*York Expo Center at the
Fairgrounds,
York
January 19-20, 2002

Fort Washington Expo Center,
Fort Washington
February 16-17, 2002

Pittsburgh ExpoMart,
Monroeville
February 23-24, 2002

Rhode Island
*Rhode Island
Convention Center,
Providence
January 5-6, 2002

Tennessee
*Nashville Convention Center,
Nashville
February 23-24, 2002

Virginia
Capital Expo Center,
Chantilly
December 29-30, 2001

Virginia Beach
Convention Center,
Virginia Beach
January 5-6, 2002

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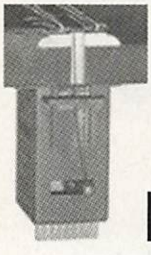

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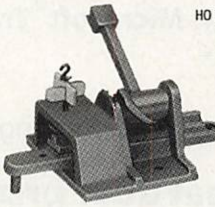

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Coming Events

Continued from page 135

KENTUCKY

Bowling Green: Show Modular Model Railroad Club Train Show and Sale – Feb. 16. Knights of Columbus Hall, 911 Searcy Way. 9 a.m. to 3:30 p.m. $4; under 12 free w/adult. Bruce Baggett, 486 W. Main St., Auburn, 42206; 270-542-8302; edwbbaggett@aol.com.

Louisville: Great American Train Show – Feb. 2-3. Kentucky International Convention Hall, 221 Fourth Ave. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

MAINE

Augusta: Whitefield Lions Club Model Railroad and Miniatures Show – Feb. 16. National Guard Armory, Western Ave. 10 a.m. to 4 p.m. $3; under 12 free; family $8. Richart T. Hagan, Rt. 1, Box 1930, Windsor, 04363; 207-549-5526.

MARYLAND

Baltimore: Baltimore Society of Model Engineers Open House – Sundays in January. 225 W. Saratoga St., third floor. 1 to 5 p.m. Donation. James E. Berg, 410-837-2763; jberg@bcpl.net.

Baltimore: Great Train and Toy Meet – Feb. 2. Tall Cedars No. 45 Hall, 2501 Putty Hill Ave. 8:30 a.m. to 1:30 p.m. $4; under 12 free. Bill, 410-256-1448 (eve.).

Frederick: Frederick Society of Model Engineers Open House – Sundays in January. 423 E. Patrick St. (rear of Waside Radio and TV). 1 to 4 p.m. Donation. James Devilbiss, 8809 Yellow Springs Rd., 21702; 301-662-5784; wa3fuj@aol.com.

Sharpsburg: Trainfest – Feb. 9. Agr. Expo Center, Md. Rt. 65 south of I-70. 9 a.m. to 3 p.m. $3; under 12 free w/adult. Frank Schaller, P. O. Box 1181, Hagerstown, 21741; 301-824-2239.

Sykesville: Sykesville & Patapsco Railway Open House – Feb. 3. 730 Oklahoma Ave. 1 to 5 p.m. Free. Mark Bennett, 7531 Dogwood Rd., 21784; 410-795-3157.

Timonium: Great Scale Model Train Show and All-American Hi-Rail and Collectors Train Show – Jan. 26-27. Maryland State Fairgrounds, Cow Palace, I-83, exit 17E. Sat. 9 a.m. to 4 p.m., Sun. 10 a.m. to 4 p.m. $6; under 13 free; family $12. Howard Zane, 5236 Thunder Hill Rd., Columbia, 21045; 410-730-1036.

Upper Marlboro: Greenberg Train Show – Feb. 9-10. Prince George's Equestrian Center, 14900 Pennsylvania Ave. 10 a.m. to 4 p.m. $6; 6-12 $2; under 6 free. Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, 21784; 410-795-7447.

MASSACHUSETTS

Andover: Mystic Valley Railway Society Rail-A-Rama Show – Feb. 10. Ramada Rolling Green, 311 Lowell St. 10 a.m. to 4 p.m. $2; 5-12 $1; under 5 free. Russ Rylko, Box 365486, Hyde Park, 02136-0009; 617-361-4445.

Auburn: Worcester Model Railroaders Show, Sale – Feb. 24. Elks Club, 754 Southbridge St. 10 a.m. to 4 p.m. $4; under 12 free; family $12. Ralph Kimball, 55 Maple St., Paxton, 01612; 508-755-1873; ralphkimball@charter.net.

Leominster: Model Railroad Show – Jan. 27. Italian Center, 1000 Lancaster St. 10 a.m. to 3 p.m. $3; under 19 free. Peter Der Sarkisian, 529 Pearl St., Reading, 01867; 781-944-0038 (eve.).

MICHIGAN

Lansing: Lansing Model Railroad Club Open House – Feb. 10. 5309 Old Lansing Rd. 1 to 5 p.m. Free. Michael Frezell, 517-321-6776; mikefrez@voyager.net.

Southgate: Downriver Model Railroaders Model Train Flea Market – Feb. 3. Southgate Civic Center, 14400 Dix-Toledo Rd. 10:30 a.m. to 3 p.m. $2.50; under 12 free w/adult. F. Brua, 734-285-3322.

MINNESOTA

St. Paul: Twin City Model Railroad Museum Northern Pacific Day – Feb. 10. Bandana Square. Noon to 5 p.m. $2; under 5 free. TCMRM, 1021 Bandana Blvd. East, Suite 222, 55108; 651-647-9628.

White Bear Lake: Greater Upper Midwest Train Show – Feb. 2. Century College West Campus, 3300 Century Ave. N. 9 a.m. to 2 p.m. $4; under 13 free. Tom Jefferson, 182 Cedar St., 55110; 651-429-2885.

Winona: Winona Model Railroad Show – Feb. 23-24. Winona Middle School. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. $3; under 12. Jeff Sherod, P. O. 100, Stockton, 55988-0100; 507-452-5321.

Woodbury: Newport Model Railroad Club Model Railroad Flea Market – Jan. 26. Woodbury High School. 10 a.m. to 3 p.m. $4; under 12 free. Joe Maiden, P. O. Box 0061, St. Paul Park, 55071-0061; 651-306-0352.

MISSOURI

St. Louis: St. Charles Model Railroad Club Trainfair – Jan. 26. Heart of St. Charles Banquet Center, Fifth St. and I-70. 10 a.m. to 3 p.m. $4; under 12 free. Walt Lehmann, 570 McBride Pointe Dr., Ballwin, 63011; 636-458-4855.

NEVADA

Las Vegas: Silver State Div. of Toy Train Operating Society Meet – Jan. 26. Plumbers and Pipefitters Local 525 Union Hall, 760 N. Lamb Blvd. 11 a.m. to 4 p.m. $4. Bill Ness, 6044 Rocky Mountain Ave., 89156; 702-644-5003.

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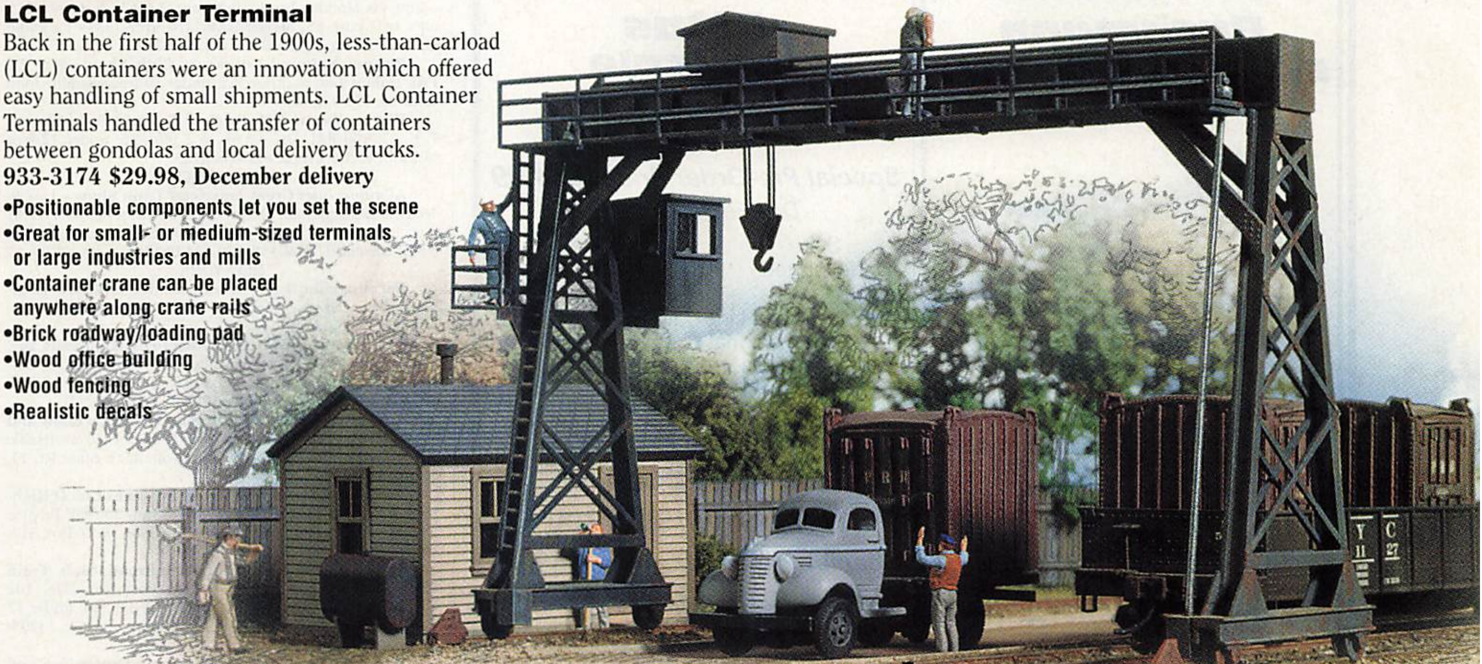

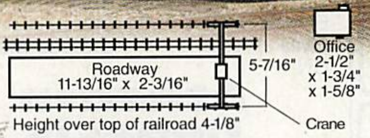
Roadway 11-13/16" x 2-3/16"
5-7/16"
Office 2-1/2" x 1-3/4" x 1-5/8"
Height over top of railroad 4-1/8"
Crane

Photo shows Deluxe version of kit with truck and merchandise containers

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932-7453 NYC
932-7454 Erie
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932-7456 WM
932-7457 MP
932-7458 LV
932-7450 Undecorated

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932-27452 PRR
932-27453 NYC
932-27454 Erie
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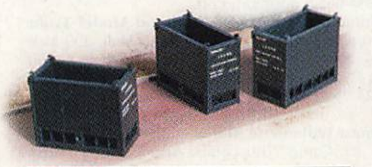
932-27456 WM
932-27457 MP
932-27458 LV



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933-2122 PRR
933-2123 NYC
933-2124 Erie
933-2125 NKP
933-2126 WM
933-2127 MP
933-2128 LV
933-2120 Undecorated

NEW HO READY-TO-RUN

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933-2102 PRR
933-2103 NYC
933-2104 Erie
933-2105 NKP
933-2106 WM
933-2107 MP
933-2108 LV
933-2100 Undecorated

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Coming Events

NEW JERSEY

Dover: Northwest Jersey Train O Rama – Feb. 3. Dover High School, Grace St. 9 a.m. to 3 p.m. $5; under 10 free w/adult. Donald M. Brill, 39 Sixth St., 07801-5334; 973-361-0723.

Phillipsburg: Märklin Enthusiasts of America Meet – Feb. 10. Holiday Inn Phillipsburg, 1314 U. S. Hwy. 22. 9 a.m. to 2 p.m. $5. Steven Seyer, c/o MEA, 4444 Parkland Dr., Allentown, PA 18104; 610-398-3021.

Wayne: National Collectors Club Show – Jan. 27. PAL Hall. 9 a.m. to 3 p.m. $5; under 10 free w/adult. John LaLima, 732-972-8263.

Wayne: Wayne PAL Original Toy and Train Show – Feb. 17. 100 PAL Dr. 9 a.m. to 2 p.m. $5; under 12 free w/adult. Victor Creco, 631-653-8133.

NEW MEXICO

Albuquerque: Great American Train Show – Feb. 9-10. New Mexico State Fairgrounds, 300 San Pedro N. E. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652.

NEW YORK

Farmingville: Long Island Model Railroad Engineers Open House – Feb. 16-17. 1055 Portion Rd. 10 a.m. to 4 p.m. $1.50; family $4. 631-736-5308.

Jamestown: NMRA NFR Allegheny Highlands Div. Clinic – Feb. 15. Christ First United Methodist Church, Buffalo St. and Lakeview Ave. 7:30 to 10 p.m. Free. Dave Shaw, 2184 Fourth Ave., Lakewood, 14750; 716-763-6211.

Rochester: TTOS N. E. Division Toy Train Show and Swap Meet – Feb. 3. Logans Party House, 1420 Scottsville Rd. 9 a.m. to 2 p.m. $3. Norb DeWolf, 4516 State Rt. 14, Sodus, 14551-9525; 315-483-6715.

Ronkonkoma: Central Operating Lines Ltd. O High-Rail Railroad Club Open House – Jan. 26. 90F Raynor Ave. Noon to 5 p.m. Free. Robert Peterson, P. O. Box 312, West Islip, 11795; 631-661-9345 (eve.).

Syracuse: Syracuse Model Railroad Club Train Show – Feb. 17. American Legion Post No. 1276, 102 Nichols Ave. and James St. 10 a.m. to 4 p.m. $4; under 12 $2; family $12. Cornell Patsos, 108 Everingham Ct., 13205; 315-492-0570.

White Plains: Westchester County Center Toy and Train Show – Feb. 10. Rt. 100 and Tarrytown Rd. 9 a.m. to 3 p.m. $7; under 12 free. George Tebolt, 518-392-2660.

NORTH CAROLINA

Asheville: NMRA SER Western North Carolina Model Railroaders Show – Feb. 23. U. S. Army Reserve Center, Patton and Louisiana Aves. 9 a.m. to 3 p.m. $4; under 14 free w/adult. Charles Bryant, 828-645-6896.

Goldsboro: Waynesborough Model Railroad Club Show – Feb. 23-24. Berkeley Mall, Berkeley Blvd. and Hwy. 70 Bypass. Sat. 10 a.m. to 9 p.m., Sun. 11 a.m. to 5 p.m. Free. Warren Bishop, 402 Aspen Cir., 27530; 919-735-6447; wwbhop32@earthlink.net.

Winston-Salem: Great American Train Show – Feb. 9-10. Dixie Classic Fairgrounds, 421 W. 27th St. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

OHIO

Alliance: SM&BR Railroad Model Train and Toy Show – Feb. 1-3. Carnation Mall, State St. Fri., Sat. 10 a.m. to 9:30 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 476 New York Ave., Rochester, PA 15074; 724-775-1886.

Columbus: Great American Train Show – Feb. 23-24. Ohio Expo Center, 717 E. 17th Ave. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

New Philadelphia: SM&BR Railroad Model Train and Toy Show – Jan. 25-27. New Towne Mall, 400 Mill Ave. S. E. Fri., Sat. 10 a.m. to 9 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 476 New York Ave., Rochester, PA 15074; 724-775-1886.

OREGON

Clackamas: Willamette Model Railroad Club Swap Meet – Feb. 23. Camp Withycombe Armory, S. E. 102nd off Hwy. 212-224. 10 a.m. to 3 p.m. Free. Bruce Barney, 10832 S. E., Stephens St., Portland, 97216; 503-257-8855; babarney@qwest.net.

Portland: Great American Train Show – Feb. 16-17. Portland Metropolitan Exposition, 2060 N. Marine Dr. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652; info@gats.com.

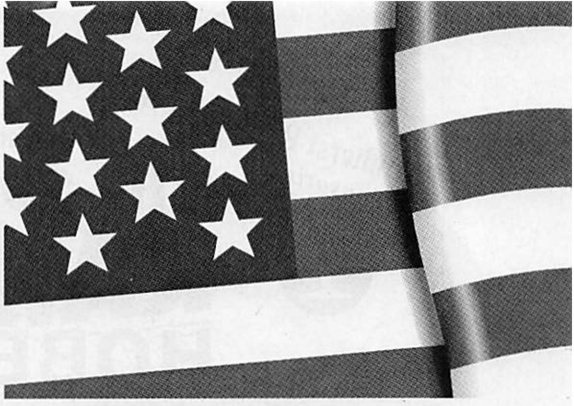
PENNSYLVANIA

Allentown: ATMA Train Meet – Feb. 23-24. Agricultural Hall, Allentown Fairgrounds. 9 a.m. to 3 p.m. $5; under 13 $2. Bob House, 1120 S. Jefferson St., 18103; 610-821-7886.

Ft. Washington: Greenberg Train Show – Feb. 16-17. Ft. Washington Expo Center, 1100 Virginia Dr. 10 a.m. to 4 p.m. $6; 6-12 $2; under 6 free. Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, MD 21784; 410-795-7447.

Gilbertsville: Gilbertsville Train-O-Rama – Feb. 3. Gilbertsville Fire House, Rt. 73. 9 a.m. to 2 p.m. $3; under 12 free w/adult. Joan Marra, 6539 Elmwood Ave., Philadelphia, 19142; 215-365-8408.

Canadian National/Northern Alberta 'GMD1" *and* Ford/WA&G 132-Ton GE Center-Cab Switchers



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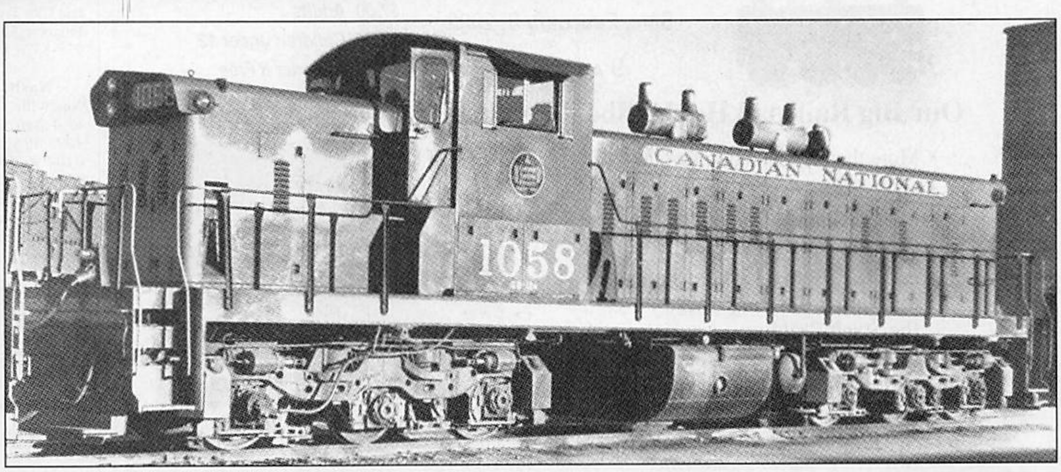
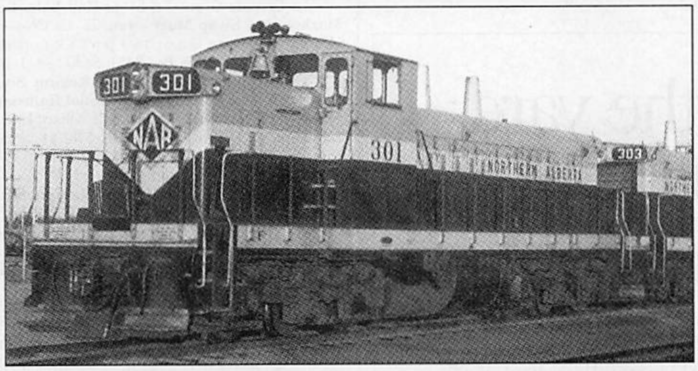
Prototype photo





CANADIAN NATIONAL "GMD1" (CN Class GR-612a) Nos. 1602 and 1613. Features hood mounted sandboxes. Factory painted black/red with white stripe, completely lettered and equipped with operating lights — OMI #6690.2

Prototype photo by Dan Kirlin

NORTHERN ALBERTA "GMD1" Nos. 301-305. Factory painted yellow/gray/black, completely lettered and equipped with operating lights — OMI #6691.1

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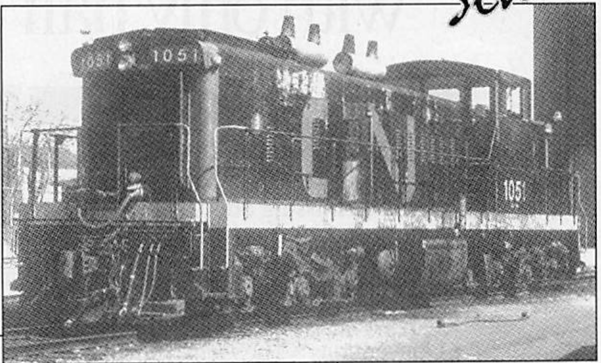

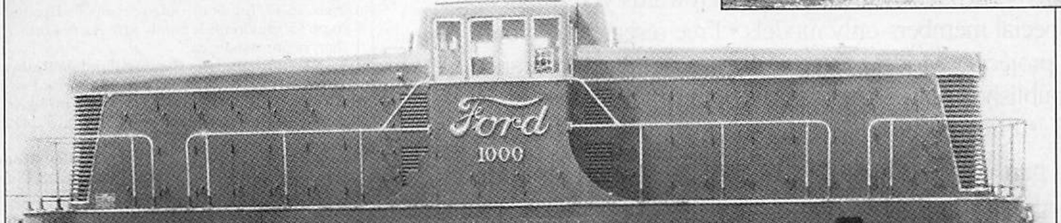

FORD/GENERAL ELECTRIC 132-Ton Center-Cab Switcher, 1000 Series. Factory painted, completely lettered and equipped with operating lights — OMI #5498.1

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Coming Events

King Of Prussia: Great American Train Show – Feb. 16-17. Valley Forge Conv. and Exhibition Center, 1200 First Ave. 11 a.m. to 5 p.m. $7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-834-0652.

Monaca: SM&BR Railroad Model Train and Toy Show – Feb. 16-17. Beaver Valley Mall, Rt. 51. Sat. 10 a.m. to 9:30 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 476 New York Ave., Rochester, 15074; 724-775-1886.

Monroeville: Greenberg Train Show – Feb. 23-24. Pittsburgh Expo Mart, 105 Mall Blvd. 10 a.m. to 4 p.m. $6; 6-12 $2; under 6 free. Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, MD 21784; 410-795-7447.

Porters: York-Hanover Train Meet – Feb. 24. Porters Fire Co., Rt. 116. 9 a.m. to 2 p.m. $3; under 12 free. Lorn D. Strickler, 512 Broadway, Hanover, 17331; 717-632-3157.

Scotland: Train, Toy, and Doll Show – Feb. 24. Main St. 9 a.m. to 3 p.m. $2; under 12 free. Bill Robinson, 5678 Philadelphia Ave., Chambersburg, 17201; 717-264-3081.

Scranton: Pennsylvania Garden Railway Society and Pennsylvania Live Steamers Meet – Feb. 16-18. Electric City Trolley Station and Museum, Steamtown National Historic Site Grounds. 9 a.m. to 5 p.m. Clem O'Jevich, 570-735-5570; wrunloco@aol.com.

TENNESSEE

Nashville: Greenberg Train Show – Feb. 23-24. Nashville Convention Center, 601 Commerce St. 10 a.m. to 4 p.m. $6; 6-12 $2; under 6 free. Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, MD 21784; 410-795-7447.

TEXAS

Universal City: San Antonio Model Railroad Assn. Jamboree and Train Show – Feb. 2. Live Oak Civic Center, 8101 Pat Booker Rd. 8:30 a.m. to 4 p.m. $5; family $8. Thad Taubert, 210-522-9325.

VIRGINIA

Vienna: Northern Virginia Model Railroaders Open House – Feb. 16. Washington & Old Dominion RR Station, 231 Dominion Rd. Noon to 4 p.m. Donation. 703-938-5157 (club phone); nvmrinc@hotmail.com.

WASHINGTON

Kennewick: Tri-Cities Model Railroaders Workshop and Clinic – Jan. 26. Benton County PUD Auditorium, 2721 W. Tenth Ave. 10 a.m. to 4 p.m. Donation. Larry Hubschman, 1102 S. Taft St., 99337; 509-735-9774.

WISCONSIN

La Crosse: Great Tri-State Rail Sale, Railroad Flea Market, and Swap Meet – Jan. 26. La Crosse Center, 300 Harborview Plaza. 9 a.m. to 3 p.m. $3; under 12 free. The 4000 Foundation, P. O. Box 3411, 54602-3411; 608-582-4761.

Madison: NMRA Midwest Region South Central Wisconsin Division Mad City Model Railroad Show and Sale – Feb. 16-17. Exhibition Hall, Alliant Energy Center of Dane County. 9 a.m. to 5 p.m. $5; 5-11 $1; under 5 free. Art Dawson, 7201 Century Ave., Middleton, 53562; 608-828-3217; nkp284@yahoo.com.

Madison: NMRA Midwest Region South Central Wisconsin Division Meet – Feb. 3. Fitchburg Community Center, 5510 E. Lacy Rd. 1 to 4 p.m. Free. Radleigh Becker, 444 Hilltop Dr., 53711; 608-231-1817.

Rice Lake: Barron County Model Railroad Club Show – Feb. 9-10. Cedar Mall. Sat. 9:30 a.m. to 5 p.m., Sun. 11 a.m. to 5 p.m. Free. Sam Farlow, 16125 117th St., Bloomer, 54724; 715-568-4057.

Waukesha: Badgerland S Gaugers Train Trade Show – Jan. 27. Waukesha Expo Center, N1 W24848 Northview Rd. 8:30 a.m. to 1 p.m. $2; under 12 free. Dick Kloes, 9735 W. Morgan Ave., Milwaukee, 53228; 414-543-8839.

West Allis: Lionel Railroad Club Train, Toy, and Collectibles Meet – Feb. 17. Knights of Columbus Hall, 1800 S. 92nd St. 8:30 a.m. to noon. $2; under 13 free w/adult. John Cochran, 414-453-1275.

CANADA

Alberta, Calgary: CMRS Supertrain Train Show – Feb. 16-17. Big Four Bldg., Stampede Grounds. 9 a.m. to 5 p.m. $5; children $3; family $10. Barry Conn, 403-251-9334; barry.conn@shaw.ca.

Ontario, Barrie: Barrie-Allandale Railway Modellers Model Train Show – Feb. 16-17. Barrie Fairgrounds. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. $4; sr. citizens and students $3; under 12 free. John Craw, 241 Nelson Crescent, Innisfil, L9S 1E5; 705-436-5292.

Ontario, Dundas: Dundas Valley Model Railroad Flea Market – Feb. 2. St. Paul's United Church Hall, 29 Park St. W. 10 a.m. to 3 p.m. $3; sr. citizens $2; under 12 free. Rick Butterworth, 905-648-8898.

Ontario, Essex: Heritage Essex Model Railway Show and Sale – Feb. 23-24. Essex District High School. 10 a.m. to 4 p.m. $5. 519-776-9800.

Ontario, Hamilton: TH&B/MOB Show and Flea Market – Jan. 27. Marritt Hall, Ancaster Fairgrounds, 625 Hwy. 53 E. 10 a.m. to 3:30 p.m. $3; sr. citizens $2.50; under 12 free. John Henwood, 905-335-9112.

Ontario, Toronto: Model Railroad Club of Toronto – Feb. 10, 17, 24. 37 Hanna Ave., Door 8. Noon to 4:30 p.m. $5; sr. citizens $3; children $2. Larry Barwick, above address, M6K 1W9; 416-536-8927. ⭘

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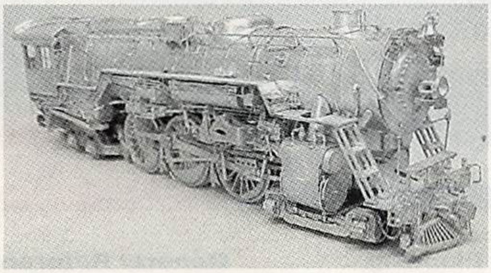

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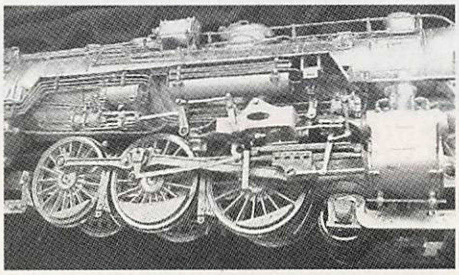

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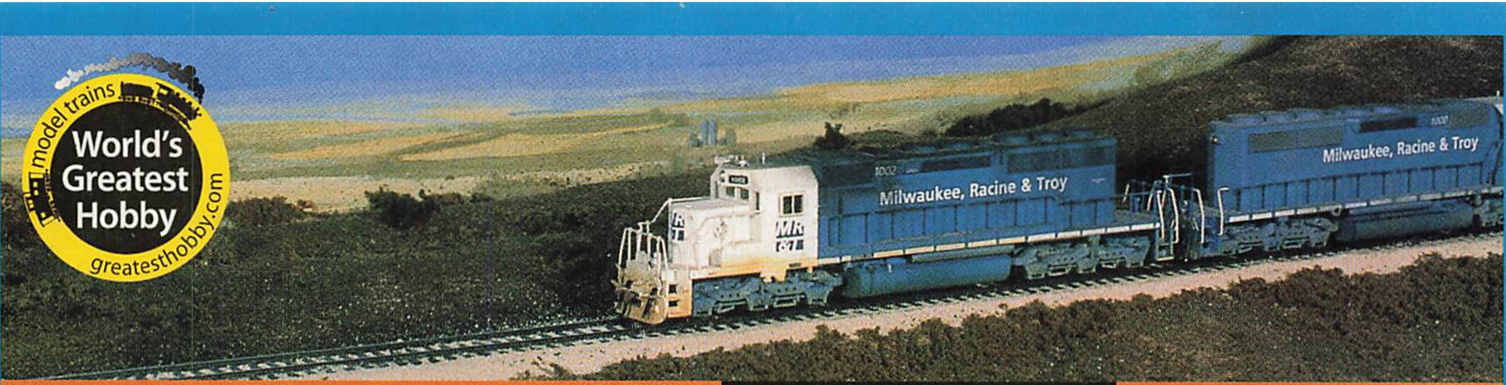

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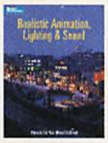

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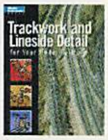

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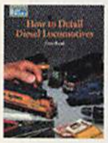

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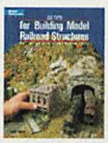

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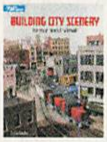

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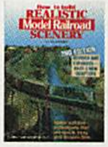

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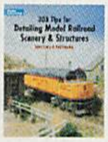

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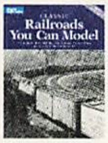

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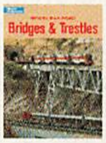

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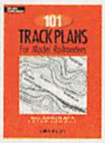

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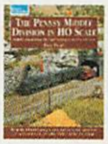

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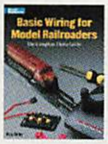

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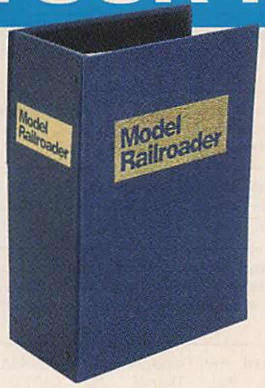

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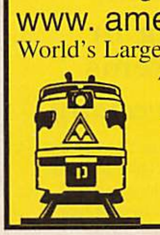

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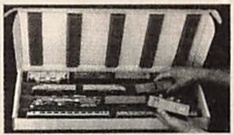

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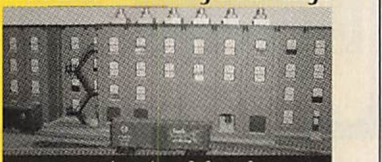

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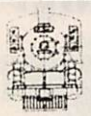

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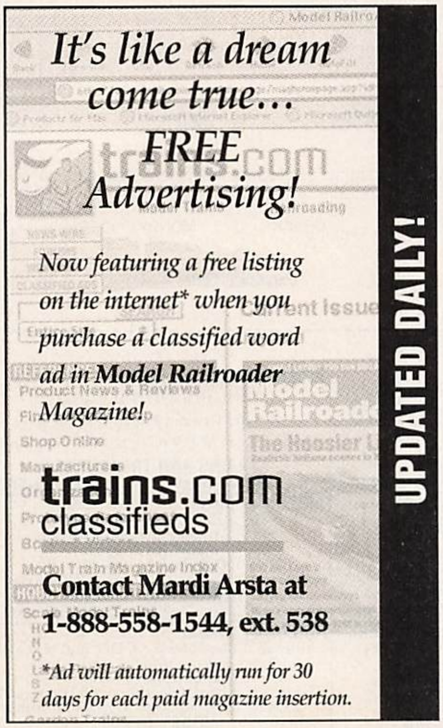

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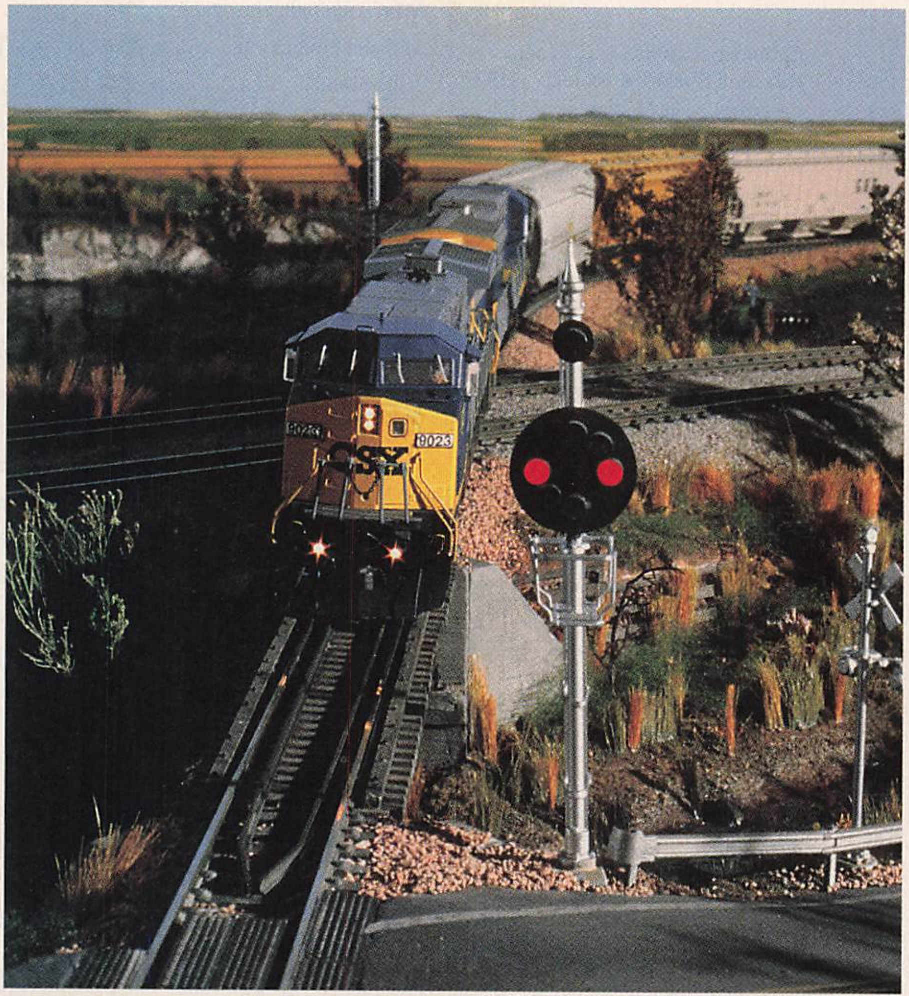

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